

## SAILING DIRECTIONS CORRECTIONS

**PUB 120**                      **1 Ed 1997**                      **LAST NM 28/00**  
Page 38—Line 48/R to Page 39—Line 46/R; read:

**Quarantine Reporting Requirements.**—The “Quarantine Act and Regulations” require that, with the exemption in normal circumstances of vessels engaged in coastwise traffic with the United States, the master of every vessel shall complete and furnish promptly, at the first port of arrival in Canada, a Declaration of Health in the prescribed form.

Advance radio notification to a quarantine station applies only if a condition of health irregularity occurs onboard. The master of a vessel will be guided by instructions received by radio, from the quarantine officer, in reply to a notification of irregularity onboard. Section 12 of the “Quarantine Regulations” prescribes the conditions for requirements of advance notification by radio, the essential information to be supplied in such circumstances, and the appropriate quarantine station for the area. It is quoted, as follows:

(Can SD British Columbia, Vol. 1, 1999 ed.)                      30/00

Page 40—Lines 45 to 47/L; strike out.

(Can SD, British Columbia, Vol. 1, 1999 ed.)                      30/00

Page 40—Line 5/R to Page 41—Line 40/L; strike out.

(Can SD British Columbia, Vol. 1, 1999 ed.)                      30/00

Page 188A to Page 188C; strike out.

(46(Supp.)99 Inchon)                      30/00

**PUB 131**                      **9 Ed 2000**                      **LAST NM 29/00**  
Page 143—Line 46/R; read:

**Caution.**—Anchoring, fishing, and dumping prohibited areas, the limits of which are shown on the chart, extend between the N side of the Isola del Tino and the S side of Isola Palmaria, and between the NW side of Isola Palmaria and the mainland.

(Genova 08/00)                      30/00

**PUB 140**                      **1 Ed 1997**                      **LAST NM 26/00**  
Page 89—Line 10/L to Page 101—Line 19/R; read:

### General

Italy is located in Southern Europe, a peninsula extending into the central Mediterranean Sea NE of Tunisia.

The climate is predominantly Mediterranean, although it becomes Alpine in the far N, and hot and dry in the S.

The terrain is mostly rugged and mountainous. There are some plains extending to coastal lowlands.

## Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

## Currency

The official unit of currency is the lira, consisting of 100 centesimi.

## Firing Areas

Firing danger areas off the coast of Italy are subject to special regulations. Within territorial waters regulations may prohibit navigation or give notice of danger. Outside the territorial limits notices of danger may be promulgated.

These regulations and notices of danger may be published in local Notices to Mariners and Port Authority Orders or broadcast by coastal radio stations.

Warning signals for gunnery or torpedo launching exercises consist of the flag hoist "B." In addition, the appropriate International Code Signal can be shown. Aircraft flying in the vicinity of a prohibited or danger area will be warned by a series of rockets, launched at 10-second intervals, which explode in red or green lights. These signals may be made from ashore or another aircraft. Each area is indicated by a letter of the alphabet followed by three numbers. The significance of each is as follows:

The identifying letter indicates the type of activity which is responsible for the prohibition or danger in the area.

The first of the three numbers identifies the type of area and is the same for all areas of the same type. The second number identifies the area which has jurisdiction (0 for La Spezia, 1 for Cagliari, 2 for Messina, 3 for Taranto, and 4 for Ancona). The third number identifies the specific area.

The letters identifying the area and the corresponding first number are:

T8: Areas used for firing exercises.

E3: Areas used for firing exercises.

M5: Areas in which submarine obstacles are present.

S7: Areas used for submarine exercises.

In addition to the areas mentioned above, there are zones of restricted airspace identified by the letters P, R, or D. These zones, used for air to air and/or air to surface firing practice, extend from the water surface, and therefore may constitute a hazard to surface navigation.

## Maritime Department: La Spezia

### D37

- a. 44°00'40"N, 9°35'00"E.
- b. 44°03'32"N, 9°51'10"E.
- c. 43°50'00"N, 9°59'00"E.
- d. 43°50'00"N, 9°47'00"E.

**PUB 140 (Continued)**

Hazardous air space from surface to unlimited ceiling for firing practice. Schedule: continuous, from 0001Z Monday to 2400Z Friday.

**D67**

Enclosed by a line joining the following positions:

- a. 42°18'00"N, 09°42'00"E.
- b. 42°19'00"N, 09°47'10"E.
- c. 42°07'00"N, 10°26'00"E.
- d. 41°34'00"N, 10°42'00"E.
- e. 41°14'00"N, 09°42'00"E.

Hazardous airspace from an altitude of 13,500m for air-to-air firing practice.

**E301**

Enclosed by the parallels 43°45'30"N and 43°48'30"N, and the meridian 10°10'00"E and the coast.

**E302**

Enclosed by the parallels 43°03'00"N and 43°00'00"N, and the meridian 10°27'18"E and the coast.

**E303**

Enclosed by a line joining the following positions:

- a. 43°41'50"N, 10°16'48"E.
- b. 43°41'00"N, 10°14'00"E.
- c. 43°41'00"N, 10°13'00"E.
- d. 43°44'00"N, 10°13'00"E.
- e. 43°44'00"N, 10°15'00"E.

**E304**

Enclosed by a line joining the following positions:

- a. 42°16'30"N, 11°39'40"E.
- b. 42°17'16"N, 11°33'29"E
- c. 42°12'38"N, 11°33'24"E
- d. 42°10'05"N, 11°40'15"E.
- e. 42°15'05"N, 11°40'58"E.

(Ex E311)

**M501**

Enclosed by the parallels 44°08'00"N and 44°00'00"N, and the meridians 09°30'00"E and 09°50'00"E.

Subdivided into the following zones:

- a. Parallels 44°00'00"N and the coast, and the meridians 09°42'45" and 09°50'00"E.
- b. Parallels 44°08'00"N and 44°00'00"N, and the meridians 09°36'00"E and 09°42'45"E.
- c. Parallels 44°08'00"N and 44°00'0"N, and the meridians 09°30'00"E and 09°36'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical and magnetic sweeping or underwater wire guided craft.

**M502**

Enclosed by a line joining the following positions:

- a. 44°03'18"N, 9°53'20"E.
- b. 44°00'04"N, 9°58'14"E.
- c. 44°00'40"N, 9°59'00"E.
- d. 44°03'54"N, 9°54'00"E.

Naval Units present in this zone have on their stern equipment for mechanical, magnetic sweeping or wire guided underwater craft.

**M503**

Enclosed by a line joining the following positions:

- a. 44°01'00"N, 09°58'06"E.
- b. 44°01'00"N, 10°05'00"E.
- c. 43°57'24"N, 10°10'00"E.
- d. 43°50'00"N, 10°06'00"E.
- e. 43°54'00"N, 09°54'00"E.

Subdivided into the following zones:

- a. 44°01'00"N, 09°58'06"E.  
43°01'00"N, 10°05'00"E.  
43°56'00"N, 10°02'18"E.  
43°58'00"N, 09°56'24"E.
- b. 44°01'00"N, 10°05'00"E.  
43°57'24"N, 10°10'00"E.  
43°54'00"N, 10°08'12"E.  
43°56'00"N, 10°02'18"E.
- c. 43°58'00"N, 09°56'24"E.  
43°54'00"N, 10°08'12"E.  
43°50'00"N, 10°06'00"E.  
43°54'00"N, 09°54'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical and magnetic sweeping or wire guided underwater craft.

**P2**

Enclosed by a line joining the following positions:

- a. 44°11'50"N, 09°40'00"E.
- b. 44°08'00"N, 10°01'00"E.
- c. 44°00'20"N, 10°01'00"E.
- d. 44°03'32"N, 09°51'10"E.
- e. 44°01'30"N, 09°40'00"E.

Airspace prohibited from surface up to an altitude of 7,450m.

**P3**

Enclosed by a line joining the following positions:

- a. 44°03'32"N, 09°51'10"E.
- b. 43°54'06"N, 10°06'40"E.
- c. 43°50'00"N, 09°59'00"E.
- d. 44°03'32"N, 09°51'10"E.

Prohibited airspace from the surface up to unlimited ceiling for firing practice. Scheduled continuous from 0700Z to 1600Z Monday through Friday from 01 September to 30 June.

**R42**

Enclosed by a line joining the following positions:

- a. 42°16'30"N, 11°39'40"E.
- b. 42°17'16"N, 11°33'29"E.
- c. 42°12'38"N, 11°33'24"E.
- d. 42°10'05"N, 11°40'15"E.
- e. 42°15'05"N, 11°40'48"E.

**PUB 140 (Continued)**

Regulated air space from the surface up to an altitude of 900m from sunrise to sunset for firing practice. Scheduled from 30 minutes prior to sunrise and 30 minutes after sunset.

**T801**

Enclosed by a line joining the following positions:

- a. 44°00'00"N, 09°28'00"E.
- b. 44°00'00"N, 09°53'00"E.
- c. 43°45'00"N, 09°53'00"E.
- d. 43°45'00"N, 09°39'00"E.

**T802**

Enclosed by a line joining the following positions:

- a. 44°04'30"N, 09°45'00"E.
- b. 43°59'00"N, 09°37'00"E.
- c. 43°53'30"N, 09°45'00"E.
- d. 43°59'00"N, 09°53'00"E.

**T803**

Enclosed by a line joining the following positions:

- a. 44°03'40"N, 09°51'54"E.
- b. 44°02'45"N, 09°55'18"E.
- c. 43°53'30"N, 10°06'30"E.
- d. 43°50'30"N, 10°00'00"E.
- e. 44°00'36"N, 09°52'00"E.

**Autonomous Maritime Command: Cagliari****D40A**

Enclosed by a line joining the following positions:

- a. 40°20'00"N, 08°10'00"E.
- b. 38°40'00"N, 08°10'00"E.
- c. 38°40'00"N, 07°38'00"E.
- d. 39°00'00"N, 07°38'00"E.
- e. 39°00'00"N, 07°34'00"E.
- f. 39°13'00"N, 07°30'00"E.
- g. 39°47'02"N, 07°38'58"E.

Hazardous zone due to air to air firing and air combat training.

A circular arc with a radius of 15 miles centered 39°46'44"N, 07°50'29"E up to the point of 39°57'58"N, 07°37'32"E and ending at the point of 40°20'00"N, 08°10'00"E.

**E311**

Enclosed by a line joining the following positions:

- a. 38°55'10"N, 08°42'30"E.
  - b. 38°50'00"N, 08°48'00"E.
  - c. 38°46'15"N, 08°48'00"E.
  - d. 38°43'30"N, 08°41'15"E.
  - e. 38°49'00"N, 08°26'00"E.
  - f. Isolotta la Vacca
  - g. 38°57'00"N, 08°37'06"E.
- (Ex E321)

**P39**

Enclosed by a line joining the following positions:

- a. 39°38'00"N, 09°19'00"E.
- b. 39°49'43"N, 09°36'46"E.
- c. 39°38'05"N, 09°49'21"E.

- d. 39°26'30"N, 09°37'00"E.

**R16**

Enclosed by a line joining the following positions:

- a. 39°49'43"N, 09°36'46"E.
- b. 39°54'40"N, 09°44'20"E.
- c. 40°08'00"N, 09°52'50"E.
- d. 40°00'00"N, 10°08'00"E.
- e. 39°48'00"N, 10°00'00"E.
- f. 39°38'05"N, 09°49'21"E.

Regulated air space from the surface up to ceiling unlimited due to intense firing activities.

**R46**

Enclosed by a line joining the following positions:

- a. 39°05'00"N, 08°29'00"E.
- b. 38°57'00"N, 08°43'00"E.
- c. 38°50'00"N, 08°51'00"E.
- d. 38°41'00"N, 08°51'00"E.
- e. 38°41'00"N, 08°45'00"E.
- f. 38°50'00"N, 08°23'00"E.

**R54**

Enclosed by a line joining the following positions:

- a. 40°20'00"N, 08°10'00"E.
- b. 40°20'00"N, 08°15'00"E.
- c. 40°09'00"N, 08°27'30"E.
- d. 39°35'02"N, 08°49'49"E.
- e. 39°19'00"N, 08°51'00"E.
- f. 39°06'00"N, 08°26'14"E.
- g. 38°45'00"N, 08°10'00"E.
- h. 40°20'00"N, 08°15'00"E.

**R59**

A circle with a radius of 5 miles centered 39°46'00"N, 08°27'00"E.

Regulated air space from the surface up to an altitude of 12,200m due to air to ground firing practice. Schedule continuous, from 2301Z Sunday to 1100Z Saturday.

**T811**

Enclosed by a line joining the following positions:

- a. 38°55'10"N, 08°42'30"E.
- b. 38°50'00"N, 08°50'00"E.
- c. 38°40'00"N, 08°50'00"E.
- d. 38°40'00"N, 08°39'00"E.
- e. 38°40'00"N, 08°24'30"E.
- f. Toro Island
- g. La Vacca Island
- h. 39°00'00"N, 08°29'00"E.
- i. 39°00'00"N, 08°32'00"E.
- j. Menga Point

Subdivided into the following:

- a. Menga Point  
39°00'00"N, 08°32'00"E.  
39°00'00"N, 08°29'00"E.  
La Vacca Island  
Toro Island

**PUB 140 (Continued)**

38°40'00"N, 08°24'30"E.  
 38°40'00"N, 08°39'00"E.  
 Cape Teulada

- b. Cape Teulada  
 38°40'00"N, 08°39'00"E.  
 38°40'00"N, 08°50'00"E.  
 38°50'00"N, 08°50'00"E.  
 38°55'10"N, 08°42'30"E.

(Ex T821)

**T812**

Enclosed by a line joining the following positions:

- a. 39°42'48"N, 8°26'48"E.
- b. 39°42'48"N, 8°25'24"E.
- c. 39°47'00"N, 8°25'24"E.
- d. 39°49'00"N, 8°28'00"E.
- e. 39°47'18"N, 8°31'30"E.
- f. 39°46'30"N, 8°31'24"E.
- g. 39°44'24"N, 8°28'48"E.

Hazardous area from 0700Z each Monday until 2400Z each Friday.

**Note: East of Sardinia, there is a wide military exercise area, including missiles and rocket launching.**

Enclosed by a line joining the following positions:

- a. 40°30'00"N, 08°20'25"E.
- b. 40°29'48"N, 08°21'30"E.
- c. 40°29'00"N, 08°22'00"E.
- d. 40°29'00"N, 08°19'00"E.
- e. 40°30'00"N, 08°19'00"E.

The area may be temporarily prohibited to navigation due to the presence of submerged and surface obstacles and firing practice with portable arms.

Enclosed by a line joining the following positions:

- a. 41°11'09"N, 09°28'50"E.
- b. 41°11'27"N, 09°29'45"E.
- c. 41°10'48"N, 09°30'00"E.
- d. 41°09'46"N, 09°29'16"E.
- e. 41°09'46"N, 09°28'14"E.
- f. 41°10'06"N, 09°28'14"E.

Anchorage, navigation, fishing and related activities are prohibited during the period 01 January to 31 May and 01 October to 20 December due to firing practice with portable arms.

**Autonomous Maritime Command: Messina****D44**

A circle with a radius of 35 miles centered 37°05'00"N, 16°20'00"E.

Hazardous air space from sea to an altitude of 900m due to ASW exercises and firing practice.

**E321**

A circle with a radius of 1.35 miles centered in 36°39'19"N, 15°00'52"E.

A lighted buoy is anchored in the center of the zone.  
 Hazardous air space from sea to an altitude of 900m due to ASW exercises and firing practice.  
 (Ex E331)

**M521**

Enclosed by a line joining the following positions:

- a. 37°48'00"N, the coast.
- b. 37°42'00"N, 12°15'00"E.
- c. 37°42'00"N, 12°00'00"E.
- d. 38°08'00"N, 12°00'00"E.
- e. 38°08'10"N, 12°30'00"E.
- f. the coast, 12°30'00"E.

Subdivided into the following zones:

1. Enclosed by the parallels 38°08'00"N and 37°55'00"N and the meridians 12°00'00"E and 12°15'00"E.
2. Enclosed by the parallels 38°08'00"N and 37°55'00"N and the meridians 12°15'00"E and 12°30'00"E.
3. Enclosed by the parallels 37°55'00"N and 37°42'00"N and the meridians 12°00'00"E and 12°15'00"E.
4. Enclosed by the parallels 37°48'00"N and the coast 37°42'00"N, 12°15'00"E.  
 37°55'00"N, 12°15'00"E.  
 37°55'00"N, the coast.

Naval units present in this zone may have on their stern equipment for mechanical, or magnetic sweeping or wire guided underwater craft.

(Ex M531)

**M522**

Enclosed by a line joining the following positions:

- a. the coast, 15°17'00"E.
- b. 38°14'00"N, 15°17'00"E.
- c. 38°20'00"N, 15°30'00"E.
- d. 38°20'00"N, 15°37'00"E.
- e. the coast, 15°37'00"E.

Subdivided into the following zones:

- a. the coast, 15°17'00"E.  
 38°14'00"N, 15°17'00"E.  
 38°17'12"N, 15°24'00"E.  
 the coast, 15°24'00"E.
- b. the coast, 15°24'00"E.  
 38°17'12"N, 15°24'00"E.  
 38°20'00"N, 15°30'00"E.  
 the coast, 15°30'00"E.
- c. the coast, 15°30'00"E.  
 38°20'00"N, 15°30'00"E.  
 38°20'00"N, 15°37'00"E.  
 the coast, 15°37'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical, or magnetic sweeping or wire guided underwater craft.

(Ex M532)

**PUB 140 (Continued)****P38**

A circle with a radius of 20 miles centered at 36°40'20"N, 15°00'53"E, and bounded on the S by a line joining the following positions:

- a. 36°30'N, 14°39'E.
- b. 36°30'N, 15°22'E.

**T821**

Enclosed by a line joining the following positions:

- a. 37°22'30"N, 15°20'00"E.
- b. 37°22'30"N, 15°29'00"E.
- c. 37°04'30"N, 15°29'00"E.
- d. 37°04'30"N, 15°21'24"E.
- e. 37°14'14"N, 15°15'15"E.

**T822**

Enclosed by the parallels 37°11'00"N and 36°51'00"N, and the meridians 15°25'00"E and 15°53'00"E.

(Ex T831)

**T823**

Enclosed by the parallels 37°25'00"N and 37°15'00"N, and the meridians 15°35'00"E and 15°48'00"E.

(Ex T833)

**T824**

Enclosed by the parallels 37°11'00"N and 37°00'00"N, and the meridians 15°25'00"E and 15°43'00"E.

Enclosed by the parallels 37°14'15"N and 37°18'21"N and the meridians 15°15'18"E and 15°17'51"E.

Enclosed by a line joining the following positions:

- a. 38°17'39"N, 15°34'06"E.
- b. 38°17'35"N, 15°34'35"E.
- c. 38°17'20"N, 15°34'18"E.
- d. 38°17'23"N, 15°34'05"E.

Firing range facing the sea for firing practice with portable arms.

Enclosed by a line joining the following positions:

- a. 38°12'00"N, 15°11'30"E.
- b. 38°12'30"N, 15°12'00"E.
- c. 38°12'00"N, 15°13'20"E.
- d. 38°11'15"N, 15°13'00"E.

Firing range facing the sea for firing practice with portable arms.

Enclosed by a line joining the following positions:

- a. 38°08'30"N, 12°40'54"E.
- b. 38°08'40"N, 12°43'02"E.
- c. 38°06'20"N, 12°42'27"E.
- d. 38°07'10"N, 12°39'30"E.

Firing range facing the sea for firing practice with portable arms.

**Zone A**

Enclosed by a line joining the following positions:

- a. 37°12'00"N, 13°40'00"E.
- b. 37°11'00"N, 13°39'00"E.

- c. 37°12'30"N, 13°37'40"E.
- d. 37°12'20"N, 13°39'18"E.

**Zone B**

Enclosed by a line joining the following positions:

- a. 37°14'00"N, 13°37'18"E.
- b. 37°09'45"N, 13°32'36"E.
- c. 37°07'48"N, 13°35'24"E.
- d. 37°11'35"N, 13°39'45"E.

Enclosed by a line joining the following positions:

- a. 37°05'06"N, 14°11'12"E.
- b. 37°02'35"N, 14°11'12"E.
- c. 37°02'35"N, 14°12'36"E.
- d. 37°04'36"N, 14°12'36"E.

Enclosed by a line joining the following positions:

- a. 38°10'30"N, 16°15'43"E.
- b. 38°13'03"N, 16°15'10"E.
- c. 38°13'24"N, 16°15'30"E.
- d. 38°13'00"N, 16°18'30"E.
- e. 38°11'35"N, 16°17'50"E.

Enclosed by a line joining the following positions:

- a. 36°49'26"N, 12°00'43"E.
- b. 36°49'22"N, 12°00'23"E.
- c. 36°50'20"N, 11°59'15"E.
- d. 36°50'13"N, 12°01'02"E.

(Ex T834)

**Maritime Department: Taranto****D25/A**

Enclosed by a line joining the following positions:

- a. 40°45'00"N, 18°37'30"E.
- b. 40°40'00"N, 18°37'30"E.
- c. 40°40'00"N, 18°21'20"E.
- d. 40°45'00"N, 18°13'30"E.

**D25/B**

Enclosed by a line joining the following positions:

- a. 40°45'00"N, 18°37'30"E.
- b. 40°45'00"N, 18°13'30"E.
- c. 40°47'00"N, 18°10'00"E.
- d. 40°53'04"N, 18°10'53"E.
- e. 40°53'04"N, 18°28'58"E.

**D25/C**

Enclosed by a line joining the following positions:

- a. 40°53'04"N, 18°10'53"E.
- b. 41°05'00"N, 18°12'30"E.
- c. 41°05'00"N, 18°16'30"E.
- d. 40°53'04"N, 18°28'58"E.

**D28/A**

Enclosed by a line joining the following positions:

- a. 40°17'00"N, 17°00'00"E.
- b. 40°17'00"N, 17°15'00"E.
- c. 40°10'00"N, 17°30'00"E.
- d. 39°50'00"N, 17°17'00"E.

**PUB 140 (Continued)**

- e. 39°50'00"N, 17°11'00"E.
- f. 40°00'00"N, 17°17'00"E.
- g. 40°00'00"N, 17°00'00"E.

**D28/B**

Enclosed by a line joining the following positions:

- a. 40°10'00"N, 17°30'00"E.
- b. 40°02'00"N, 17°37'00"E.
- c. 39°50'00"N, 17°37'00"E.
- d. 39°50'00"N, 17°17'00"E.

Enclosed between the bearings of 175° and 280° from the point 4.5 miles NW of Torre Flavia, extending for a distance of 6 miles.

(Ex E312)

**E332**

Enclosed by a line joining the following positions:

- a. 41°27'16"N, 12°40'55"E.
- b. 41°22'00"N, 12°36'00"E.
- c. 41°16'00"N, 12°55'00"E.
- d. 41°21'50"N, 12°56'56"E.

(Ex E313)

**E333**

Enclosed by a line joining the following positions:

- a. 41°27'20"N, 12°39'20"E.
- b. 41°24'30"N, 12°35'30"E.
- c. 41°13'00"N, 12°41'30"E.
- d. 41°08'30"N, 12°50'00"E.
- e. 41°13'00"N, 12°56'40"E.
- f. 41°21'40"N, 12°56'50"E.

(Ex E314)

**E334**

Enclosed by a line joining the following positions:

- a. 41°18'16"N, 13°00'18"E.
- b. 41°15'50"N, 12°59'40"E.
- c. 41°17'30"N, 12°56'15"E.
- d. 41°20'30"N, 12°56'00"E.
- e. 41°19'40"N, 12°59'08"E.

(Ex E315)

**E335**

Enclosed by the parallels 40°48'00"N, and 40°59'00"N, the meridians 13°48'00"E, and the coast.

(Ex E316)

**E336**

Enclosed by a line joining the following positions:

- a. 39°46'28"N, 15°47'39"E.
- b. 39°46'13"N, 15°47'39"E.
- c. 39°46'17"N, 15°43'22"E.
- d. 39°44'14"N, 15°44'21"E.
- e. 39°48'46"N, 15°44'47"E.

(Ex 317)

**E337**

Enclosed by a line joining the following positions:

- a. 38°49'57"N, 16°38'20"E.

- b. 38°50'18"N, 16°39'06"E.
- c. 38°48'48"N, 16°43'18"E.
- d. 38°46'58"N, 16°40'58"E.
- e. 38°46'26"N, 16°39'12"E.
- f. 38°46'28"N, 16°36'17"E.

(Ex E341)

**E338**

Enclosed by a line joining the following positions:

- a. 40°25'31"N, 18°15'30"E.
- b. 40°30'20"N, 18°16'30"E.
- c. 40°29'25"N, 18°19'03"E.
- d. 40°27'45"N, 18°20'58"E.
- e. 40°25'55"N, 18°22'28"E.
- f. 40°23'05"N, 18°23'18"E.
- g. 40°23'54"N, 18°17'30"E.

(Ex E342)

**E339**

Enclosed by a line joining the following positions:

- a. 41°09'05"N, 16°47'18"E.
- b. 41°11'20"N, 16°47'08"E.
- c. 41°10'57"N, 16°48'59"E.
- d. 41°09'40"N, 16°50'12"E.
- e. 41°09'03"N, 16°47'34"E.

(Ex E343)

**E3310**

Enclosed by a line joining the following positions:

- a. 41°21'45"N, 16°12'16"E.
- b. 41°26'00"N, 16°13'29"E.
- c. 41°24'00"N, 16°19'09"E.
- d. 41°21'20"N, 16°16'23"E.
- e. 41°20'30"N, 16°14'08"E.

(Ex E344)

**M531**

Enclosed by a line joining the following positions:

- a. 40°46'00"N, 13°51'00"E.
- b. 40°43'00"N, 13°50'00"E.
- c. 40°44'00"N, 13°40'00"E.
- d. 40°49'00"N, 13°42'00"E.

(Ex M511)

**M532**

Enclosed by a line joining the following positions:

- a. 40°26'00"N, the coast W.
- b. 40°26'00"N, 17°05'30"E.
- c. 40°21'00"N, 17°05'30"E.
- d. 40°21'00"N, the coast W.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic sweeping or wire guided underwater craft.

(Ex M541)

**M533**

Enclosed by a line joining the following positions:

- a. the coast, 17°12'20"E.
- b. 40°24'00"N, 17°12'20"E.
- c. 40°23'54"N, 17°13'24"E.

**PUB 140 (Continued)**

- d. the coast, 17°13'24"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic sweeping or wire guided underwater craft.

(Ex M542)

**M534**

Enclosed by a line joining the following positions:

- a. 40°38'24"N, 18°01'30"E.
- b. 40°39'12"N, 18°04'00"E.
- c. 40°36'12"N, 18°06'30"E.
- d. 40°35'13"N, 18°04'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic sweeping or wire guided underwater craft.

(Ex M543)

**P8**

Enclosed by a line joining the following positions:

- a. 41°28'00"N, 12°44'15"E.
- b. 41°23'10"N, 12°53'30"E.
- c. 41°15'00"N, 12°54'00"E.
- d. 41°10'25"N, 12°50'00"E.
- e. 41°15'00"N, 12°44'00"E.
- f. 41°24'25"N, 12°39'00"E.

Prohibited air space (hazardous outside territorial waters) from the surface to unlimited ceiling due to firing practice and airborne target towing.

**R7**

Enclosed by a line joining the following positions:

- a. 41°31'25"N, 12°35'21"E.
- b. 41°30'09"N, 12°37'40"E.
- c. 41°28'00"N, 12°44'15"E.
- d. 41°24'25"N, 12°39'00"E.
- e. 41°31'00"N, 12°35'00"E.

Regulated air space from surface up to unlimited ceiling due to intensive firing practice. Schedule every day from 0700Z to 1500Z.

**R14**

Enclosed by a line joining the following positions:

- a. 42°00'57"N, 11°58'26"E.
- b. 41°59'10"N, 12°02'00"E.
- c. 41°55'00"N, 11°57'30"E.
- d. 41°58'30"N, 11°55'12"E.
- e. 42°00'28"N, 11°58'06"E.

Regulated air space from surface to 300m (hazardous outside territorial waters) due to firing practice.

**R24**

Enclosed by a line joining the following positions:

- a. 40°32'27"N, 14°54'36"E.
- b. 40°30'18"N, 14°49'12"E.
- c. 40°24'54"N, 14°52'30"E.
- d. 40°27'21"N, 14°57'42"E.

Regulated air space from surface to 1,500m (hazardous outside territorial waters) due to firing exercise.

**R20**

Enclosed by a line joining the following positions:

- a. 40°55'40"N, 13°56'30"E.
- b. 40°55'40"N, 14°02'15"E.
- c. 40°50'38"N, 14°04'58"E.
- d. 40°50'00"N, 14°00'00"E.

**R60**

Enclosed by a line joining the following positions:

- a. 40°26'00"N, 17°41'00"E.
- b. 40°26'00"N, 17°53'00"E.
- c. 40°15'00"N, 18°27'00"E.
- d. 40°00'00"N, 18°44'00"E.
- e. 39°40'00"N, 18°40'00"E.
- f. 39°40'00"N, 17°41'00"E.
- g. 40°15'00"N, 17°34'00"E.
- h. 40°26'00"N, 17°41'00"E.

**T831**

Enclosed by a line joining the following positions:

- a. 41°20'30"N, 12°56'00"E.
- b. 41°16'00"N, 12°55'00"E.
- c. 41°15'50"N, 12°59'40"E.
- d. 41°17'30"N, 12°56'15"E.

Zone set aside for firing practice by Coast Guard units and is an extension of E334.

(Ex T811)

**T832**

Enclosed by the parallels 39°58'00"N and 40°17'00"N, the meridian 16°51'00"E, and the coast.

(Ex T841)

**T833**

Enclosed by a line joining the following positions:

- a. the coast, 17°12'20"E.
- b. 40°07'00"N, 17°12'20"E.
- c. 40°00'00"N, 17°30'00"E.
- d. the coast, 17°30'00"E.

(Ex T842)

**T834**

Enclosed by a line joining the following positions:

- a. 40°03'00"N, 17°13'00"E.
- b. 39°52'00"N, 17°38'00"E.
- c. 39°34'00"N, 17°38'00"E.
- d. 39°34'00"N, 17°13'00"E.

Subdivided into the following zones:

- a. 40°03'00"N, 17°13'00"E.  
39°52'00"N, 17°38'00"E.  
39°47'00"N, 17°38'00"E.  
39°47'00"N, 17°13'00"E.

b. Enclosed by the parallels 39°47'00"N and 39°34'00"N and the meridians 17°13'00"E and 17°38'00"E.

(Ex T843)

**PUB 140 (Continued)****T835**

Enclosed by a line joining the following positions:

- a. 41°07'00"N, 17°41'00"E.
- b. 41°07'00"N, 17°53'00"E.
- c. 40°51'00"N, 17°53'00"E.

(Ex T844)

**T836**

Enclosed by a line joining the following positions:

- a. 40°36'00"N, 18°32'00"E.
- b. 40°39'00"N, 18°44'00"E.
- c. 40°21'00"N, 18°44'00"E.
- d. 40°32'00"N, 18°32'00"E.

(Ex T845)

**T**

Enclosed by a line joining the following positions:

- a. 41°30'00"N, 16°10'00"E.
- b. 41°27'00"N, 16°17'00"E.
- c. 41°24'00"N, 16°10'00"E.
- d. 41°22'00"N, 16°10'00"E.
- e. 41°25'00"N, 16°10'00"E.

Enclosed by a line joining the following positions:

- a. 40°24'13"N, 17°13'49"E.
- b. 40°21'42"N, 17°12'42"E.
- c. 40°21'32"N, 17°14'30"E.
- d. 40°22'00"N, 17°16'00"E.
- e. 40°24'05"N, 17°14'10"E.

Enclosed by a line joining the following positions:

- a. 40°35'32"N, 18°02'26"E.
- b. 40°36'18"N, 18°02'06"E.
- c. 40°39'41"N, 18°02'08"E.
- d. 40°36'05"N, 18°06'21"E.

Enclosed by a line joining the following positions:

- a. 40°38'40"N, 18°01'12"E.
- b. 40°39'58"N, 18°03'35"E.
- c. 40°39'02"N, 18°04'24"E.
- d. 40°37'51"N, 18°04'27"E.
- e. 40°36'39"N, 18°03'22"E.
- f. 40°38'08"N, 18°01'12"E.

**Maritime Department: Ancona****D10**

Enclosed by a line joining the following positions:

- a. 44°42'00"N, 12°26'00"E.
- b. 44°37'00"N, 12°31'00"E.
- c. 44°31'00"N, 12°28'00"E.
- d. 44°34'00"N, 12°15'00"E.
- e. 44°37'00"N, 12°15'00"E.

Hazardous air space from surface to 32,500 feet due to firing practice.

**D36**

Enclosed by a line joining the following positions:

- a. 43°57'02"N, 13°27'06"E.

- b. 44°19'13"N, 13°09'36"E.

- c. 44°25'30"N, 13°27'30"E.

- d. 44°11'00"N, 13°43'00"E.

**E341**

Enclosed by the parallel 42°07'00"N, the coast, and the meridians 14°44'00"E and 14°47'00"E.

(Ex E351)

**E342**

Enclosed by a line joining the following positions:

- a. 43°39'30"N, 13°20'00"E.
- b. 43°38'30"N, 13°22'00"E.
- c. 43°41'00"N, 13°20'00"E.
- d. 43°41'00"N, 13°24'00"E.

(Ex E352)

**E343**

Enclosed by the parallels 43°50'00"N and 43°53'00"N, and the meridians 13°02'00"E and 13°06'00"E.

(Ex E353)

**E344**

Enclosed by the parallel 43°58'25"N, the coast, and the meridians 12°50'00"E and 12°54'00"E.

Subdivided into the following zones:

- a. West of the meridian 12°53'00"E.
- b. East of the meridian 12°53'00"E.

(Ex E354)

**E345**

Enclosed by the parallels 44°01'00"N and 44°02'00"N, the meridian 12°44'00"E, and the coast.

(Ex E355)

**E346**

Enclosed by a line joining the following positions:

- a. 44°43'00"N, 12°32'00"E.
- b. 44°34'00"N, 12°32'00"E.
- c. 44°33'40"N, 12°26'35"E.
- d. 44°32'00"N, 12°26'36"E.
- e. 44°33'00"N, 12°17'10"E.
- f. 44°30'00"N, 12°15'00"E.

Subdivided into the following zones:

- a. West of the meridian 12°22'00"E.
- b. East of the meridian 12°22'00"E.

Area is permanently prohibited to sailing and fishing due to firing practice from 0700 until 2400 on Monday through Friday and from 0700 to 2400 each Saturday.

(Ex E356)

**E347**

Enclosed by a line joining the following positions:

- a. 45°10'50"N, 12°19'07"E.
- b. 45°12'11"N, 12°21'46"E.
- c. 45°12'11"N, 12°23'08"E.
- d. 45°09'00"N, 12°23'08"E.
- e. 45°09'00"N, 12°19'53"E.

(Ex E357)



**PUB 140 (Continued)****E348**

Enclosed by a line joining the following positions:

- a. 45°26'43"N, 12°28'00"E.
- b. 45°27'43"N, 12°32'00"E.
- c. 45°26'20"N, 12°33'54"E.
- d. 45°25'15"N, 12°30'06"E.

(Ex E358)

**E349**

Enclosed by the parallels 45°39'00"N and 45°31'00"N, and the meridians 12°59'00"E and 13°17'00"E.

Subdivided into the following sub zones:

- a. Enclosed by the following parallels 45°39'00"N and 45°36'00"N, and the meridians 12°59'00"E and 13°09'00"E.
- b. Enclosed by the following parallels 45°39'00"N and 45°36'00"N, and the meridians 13°09'00"E and 13°17'00"E.
- c. Enclosed by the following parallels 45°36'00"N and 45°31'00"N, and the meridians 13°09'00"E and 13°17'00"E.
- d. Enclosed by the following parallels 45°36'00"N and 45°31'00"N, and the meridians 12°59'00"E and 13°09'00"E.

(Ex E360)

**M541**

Enclosed by a line joining the following positions:

- a. Senigallia Lighthouse
- b. 43°51'00"N, 13°27'00"E.
- c. 43°47'00"N, 13°32'00"E.
- d. the coast, 13°20'00"E.

Subdivided into the following sub zones:

- a. 43°41'00"N, the coast  
43°40'48"N, 13°18'00"E.  
43°40'12"N, 13°21'12"E.  
the coast, 13°20'00"E.
- b. Senigallia Lighthouse  
43°43'48"N, 13°14'30"E.  
43°40'48"N, 13°18'00"E.  
43°41'48"N, the coast
- c. 43°43'48"N, 13°14'30"E.  
43°47'30"N, 13°21'00"E.  
43°45'18"N, 13°23'36"E.  
43°40'48"N, 13°18'00"E.
- d. 43°40'48"N, 13°18'00"E.  
43°45'18"N, 13°23'36"E.  
43°43'15"N, 13°26'00"E.  
43°40'12"N, 13°21'12"E.
- e. 43°47'30"N, 13°21'00"E.  
43°51'00"N, 13°27'00"E.  
43°49'00"N, 13°29'30"E.
- f. 43°45'18"N, 13°23'36"E.  
43°49'00"N, 13°29'30"E.  
43°47'00"N, 13°32'00"E.  
43°43'15"N, 13°26'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic sweeping or wire guided underwater craft.

(Ex M551)

**M542**

Enclosed by a line joining the following positions:

- a. 43°38'20"N, 13°21'26"E.
- b. 43°39'06"N, 13°32'30"E.
- c. 43°37'00"N, 13°35'24"E.
- d. 43°36'14"N, 13°34'20"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic sweeping or wire guided underwater craft.

(Ex M553)

**M543**

Enclosed by a line joining the following positions:

- a. 43°41'33"N, 13°17'08"E.
- b. 43°42'48"N, 13°18'18"E.
- c. 43°41'03"N, 13°21'42"E.
- d. 43°39'48"N, 13°20'30"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic sweeping or wire guided underwater craft.

(Ex M544)

**M544**

Enclosed by the parallels 43°47'00"N and 43°37'00"N, and the meridians 13°33'00"E and 13°50'00"E.

The Naval Units present in this zone have on their stern equipment for mechanical, magnetic sweeping or wire guided underwater craft.

(Ex M555)

**T841**

Enclosed by the parallels 43°47'00"N and 43°37'00"N, and the meridians 13°33'00"E and 13°50'00"E.

(Ex T852)

**T842**

Enclosed by a line joining the following positions:

- a. 43°13'00"N, 14°19'00"E.
- b. 43°25'00"N, 14°33'00"E.
- c. 43°11'00"N, 14°55'00"E.
- d. 42°59'00"N, 14°41'00"E.

(Ex T852)

**Missile Firing Exercises**

A vast zone of the Tyrrhenian Sea E of Sardegna is frequently used for missile firing exercises. At times this zone extends to the high seas, up to the meridian 12°00'E.

The limits of this zone, the time of the firings, the rules for sailing along the coast, and the announcement of the dangers on the high seas (beyond the territorial waters) are broadcast as urgent notice to mariners by the coastal radio stations.

**Exercise Zone**

The following sea zones of the Tyrrhenian Sea are prohibited to navigation, anchorage, fishing, and related activities within the limits of the territorial waters, and are declared dangerous outside of these limits due to firing exercises:

**Zone 1**

- a. 40°00'00"N, 10°00'00"E.
- b. 40°00'00"N, 10°30'00"E.

**PUB 140 (Continued)**

- c. 39°10'00"N, 10°30'00"E.
- d. 39°10'00"N, 10°00'00"E.
- e. 39°26'00"N, 09°38'00"E.
- f. 39°38'00"N, 09°38'00"E.

**Zone 2**

- a. 40°15'00"N, 10°00'00"E.
- b. 40°15'00"N, 11°50'00"E.
- c. 38°59'00"N, 11°50'00"E.
- d. 38°50'00"N, 11°40'00"E.
- e. 39°10'00"N, 10°00'00"E.
- f. 39°28'00"N, 09°38'00"E.
- g. 39°43'00"N, 09°40'00"E.

**Zone 3**

- a. 40°40'00"N, 09°50'00"E.
- b. 40°40'00"N, 10°50'00"E.
- c. 39°20'00"N, 10°50'00"E.
- d. 39°20'00"N, 09°47'00"E.
- e. 39°24'00"N, 09°40'00"E.

**Zone 4**

- a. 40°38'00"N, 09°54'00"E.
- b. 41°00'00"N, 10°45'00"E.
- c. 40°47'00"N, 11°40'00"E.
- d. 40°00'00"N, 12°00'00"E.
- e. 39°00'00"N, 10°14'00"E.
- f. 39°26'00"N, 09°38'00"E.

These zones are in use from 0800 to 2000 each day (excluding Saturdays and holidays for Zone 1, and excluding holidays for Zone 2).

On the above days and times, vessels that must navigate through the prohibited zone to reach the coast, and particularly the port of Arbatax, must be explicitly authorized to do so by the local maritime authority.

**Caution.**—Explosives dumping areas have been reported (1999) in the Adriatic Sea and off the coast of Italy. These areas, which may best be seen on the chart, are situated, as follows:

1. Within 4 miles of 42°03'58"N, 17°22'02"E.
2. Within 9 miles of 41°55'57"N, 17°25'13"E.
3. Within 5 miles of 40°48'32"N, 18°51'05"E.
4. Within 5 miles of 39°49'00"N, 19°00'00"E.
5. Within 4 miles of 42°03'32"N, 17°22'01"E.
6. Within 5 miles of 41°20'00"N, 18°44'00"E.
7. Within 1 mile of 41°26'00"N, 16°32'00"E.
8. Within 4 miles of 41°46'30"N, 16°32'18"E.
9. Within 5 miles of 40°41'00"N, 18°29'36"E.
10. Within 5 miles of 41°20'00"N, 18°30'00"E.
11. Within 5 miles of 41°41'00"N, 17°48'00"E.
12. Within 5 miles of 41°18'14"N, 18°38'09"E.
13. Within an area bounded by lines joining the following positions:
  - a. 41°45'N, 18°05'E.
  - b. 41°45'N, 18°20'E.
  - c. 41°28'N, 18°31'E.
  - d. 41°28'N, 18°19'E.
14. Within 5 miles of 45°15'N, 13°00'E.
15. Within 5 miles of 42°30'N, 15°20'E.

16. Within an area bounded by lines joining the following positions:

- a. 44°05'N, 13°40'E.
- b. 44°20'N, 13°20'E.
- c. 44°24'N, 13°28'E.
- d. 44°09'N, 13°48'E.

17. Within 5 miles of 44°47'16"N, 13°08'02"E.

18. Within 5 miles of 44°30'00"N, 13°30'00"E.

19. Within 5 miles of 43°58'18"N, 14°14'59"E.

20. Within 4 miles of 42°03'58"N, 17°22'02"E.

21. Within an area bounded by lines joining the following positions:

- a. 41°20'N, 12°06'E.
- b. 38°17'N, 12°14'E.
- c. 38°12'N, 12°06'E.
- d. 38°20'N, 11°56'E.
- e. 38°25'N, 12°06'E.

22. An explosive ordnance hazard is reported to exist in the vicinity of the following positions:

- a. 40°41'N, 18°30'E.
- b. 41°20'N, 18°30'E.
- c. 42°35'N, 17°36'E.
- d. 41°48'N, 17°25'E.
- e. 42°00'N, 17°00'E.
- f. 44°30'N, 13°16'E.

**Waters around the Coasts of Albania**

It is reported a mine was caught in a fishing net at position 41°49'N, 18°36'E.

**Fishing Areas**

Tunny nets on the coasts of Italy are being marked in accordance with the IALA special marks. These signals are arranged on boats or floats in the central outer part of the tunny nets. The mark could also be equipped with a radar reflector. Particularly wide tunny nets may be marked by two distinct signals, placed at the corners of the enclosed sea area.

Small fishing boats engaged in sardine net fishing, and extending in close formation for 4 miles or more, may be encountered at a distance of 8 miles off the coast of Sicilia; these boats carry no special marks or lights to indicate that they are using nets.

Night fishing takes place off the coast of Sicilia during the summer months in the area between Taormina and Capo Murro di Porco and up to 30 miles offshore.

Fishing is carried out by staked nets, marked on the surface by a long line of white lights. Mariners are cautioned to keep a lookout for small craft which are difficult to see against the background of lighted nets.

**Government**

Italy is a democratic republic. The capital is Rome.

The island of Sardegna lies in the Mediterranean Sea and is an autonomous region of Italy. The main towns are Cagliari and Sassari.

**PUB 140 (Continued)****Holidays**

The following holidays are observed:

New Year's Day; Easter Day; Easter Monday; Apr. 25, Liberation Day; May 1, Labor Day; Aug. 15, Assumption B.V. Mary; Nov. 1, All Saints Day; Dec. 8, Immaculate Conception; Christmas; and Dec. 26, Boxing Day.

**Industries**

The main industries include machinery, iron, and steel, chemicals, food processing, textiles, motor vehicles, clothing, footwear and ceramics.

**Languages**

Italian, German (parts of Trentino-Alto Adige region are predominately German speaking), French (small French-speaking minority in Valle d'Aosta region, and Slovene (Slovene speaking minority in the Trieste-Gorizia area) are in common usage.

**Mined Areas**

In the areas indicated below, search is constantly in progress and the presence on the bottom is probable, of magnetic mines, torpedoes, or projectiles, or other explosive objects constituting danger to navigation.

**Western Mediterranean****Sardegna-Golfo di Oristano**

Due to the presence of explosive devices on the bottom, the following area is permanently prohibited to anchorage and fishing, and is dangerous due to the dropping of explosive devices, from 0700 each Monday until 2400 each Friday:

- a. 39°42.8'N, 08°26.8'E.
- b. 39°42.8'N, 08°25.4'E.
- c. 39°47.0'N, 08°25.4'E.
- d. 39°49.0'N, 08°28.0'E.
- e. 39°46.8'N, 08°32.6'E.
- f. 39°43.5'N, 08°30.6'E.
- g. 39°43.3'N, 08°29.7'E.

**Capo Frasca**

Navigation, tourism, fishing, and other occupations are permanently prohibited along the coast of Capo Frasca in a zone joined by the following positions:

- a. 39°42.8'N, 08°26.8'E.
- b. 39°42.8'N, 08°26.6'E.
- c. 39°46.1'N, 08°26.5'E.
- d. 39°46.9'N, 08°28.8'E.
- e. 39°46.1'N, 08°30.4'E.
- f. 39°44.3'N, 08°28.9'E.

**Sardegna-Giglio Point (Waters around Capo Caccia)**

Anchorage, fishing, mooring and underwater diving are prohibited in a circular zone centered 40°34'04"N, 08°12'14"E with a radius of 150m due to the presence of explosive devices on the bottom.

**Sardegna-Capo Caccia**

Anchorage, fishing and related activities are prohibited in a circular zone centered 40°33'36"N., 08°09'44"E with a radius of 150m due to explosive devices on the bottom.

**Ligurian Sea****Alasio Waters**

Fishing is prohibited within an area extending 500m around the Island of Gallinara due to residual ordnance.

**Genova**

Anchorage and fishing is prohibited in a circular zone with a radius of 0.5 mile and lies nearly 1 mile SSW of Punta Vagno, due to the presence of a mine on the bottom.

**Bonassola**

About 1 mile offshore of Bonassola, at a depth of 40 to 45m, lies a wreck containing explosive ordnance.

**Punta Moneglia**

The water zone comprised between the parallel 44°13'30"N, the meridian 09°25'00"E, and the coast, is dangerous to underwater fishing due to the presence on the bottom of explosive ordnance.

**La Spezia Passages**

The water zone bound by the following positions is dangerous to navigation, fishing, and stopping, due to the presence of explosive ordnance:

- a. 44°02'36"N, 09°36'42"E.
- b. 43°57'42"N, 09°41'30"E.
- c. 43°56'30"N, 09°39'18"E.
- d. 44°01'24"N, 09°34'30"E.

**San Vincenzo**

Sunken hulls, containing explosive ordnance, are lying on the bottom at the following positions with a 0.5 mile radius:

- a. 43°07'18"N, 10°30'42"E.
- b. 43°07'24"N, 10°30'04"E.
- c. 43°09'00"N, 10°29'06"E.

**Isola Capraia**

A mine is reported to exist NW of the island in the vicinity of La Manz.

A circular zone with a radius of 0.25 mile, lying about 550m N of Punta Ferraione, is dangerous due to the presence of an explosive device lying at a depth of 60m.

**Tyrrhenian Sea****Livorno**

A circular zone with a radius of 0.1 mile, lying about 0.25 mile SW of Torre del Boccale, is dangerous to anchorage,

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fishing, and related activities due to the presence of an irretrievable bottom mine.

**Piombino**

The sea area, opposite the center of Enel (a small private harbor), 1 mile from Torre de Sale, is dangerous due to the presence of non exploded munitions lying at a depth of 15m.

**Isola d'Elba**

The sea area off Cala delle Alghe, within the 40m depth curve, is dangerous due to the presence of a non exploded mine on the bottom.

The waters off Porto Azzurro, within the 50m depth curve, are dangerous due to the presence of non exploded mines on the bottom.

The sea area surrounding Isolotti Gemini, within the 40m depth curve, is dangerous due to the presence of non exploded mines on the bottom.

**Isola Pianosa**

A mine is reported to exist near Isolotto La Scola at a depth of 80m.

Non exploded ordnance is reported to lie 20m from Punta del Marchese.

**Follonica**

The following area is dangerous due to the presence of an explosive device on the bottom:

- a. 42°52.5'N, 10°45.1'E.
- b. 42°52.8'N, 10°45.6'E.
- c. 42°53.5'N, 10°44.6'E.
- d. 42°53.1'N, 10°44.7'E.

**Castiglione della Pescaia**

It is reported that non exploded ordnance exists to the W of Castiglione della Pescaia, in a circular zone with a radius of 1 mile, lying 0.6 mile W of the W harbor light and in a depth of 7m.

Mariners are advised that it is dangerous to navigate, anchor, or fish in this vicinity.

**Talamone**

A wreck lies approximately 1 mile W of the tower Cala Forno. It is reported to contain non exploded ordnance which has been dispersed on the bottom.

It is prohibited to anchor or fish within 1.5 miles of the coast between the tower on Cala Forno and the mouth of the Ombrone River.

**Isola del Giglio**

A mine is reported to exist at 42°20'42"N, 10°55'36"E, near Capo Capozzolo (S of the small harbor of Giglio Marina), at a depth of 42m.

The mine is unmarked on the surface and constitutes a danger to navigation.

**Civitavecchia**

Anchorage and fishing are prohibited due to the presence of possibly explosive devices on the bottom of the sea areas

to the NW of the harbor, and may best be seen on the appropriate chart.

**Anzio**

An explosive device lies about 1 mile E of the end of Molo Innocenziano at a depth of 7m. Vessels in transit should navigate with caution.

**Sardinia-Maddalena-Archipelago-Roads of Mezzo Schifo**

Anchorage and fishing prohibited in Mezzo Schifo Roads due to explosive devices on bottom.

**Sardinia-Maddalena-Archipelago-Waters around the Island of Spargi**

Anchorage, fishing, and related activities are prohibited at all times in a circular zone with a radius of 200m, centered 41°13'54"N, 09°21'25"E, due to explosive ordnance.

**Sardinia-Maddalena Archipelago-Island of Caprera-Port Palma**

Anchorage and fishing are prohibited in an area centered 41°10.88'N, 09°26.98'E, due to projectiles and other devices and other explosive devices could be in the area.

**Capo San Lorenzo**

The following areas are dangerous to navigation and fishing due to the presence of explosive devices:

The area between the parallels 39°30'30"N, 39°32'30"N, and the meridian 9°41'00"E.

The area bound by the lines joining the following positions:

- a. 39°29'30"N, 9°38'30"E.
- b. 39°29'30"N, 9°39'30"E.
- c. 39°31'30"N, 9°39'30"E.
- d. 39°31'30"N, 9°38'00"E.

The sea area within 1 mile of the position 39°30'45"N, 9°40'39"E.

The circular zone with a radius of 2 miles centered in 39°29'N, 9°42'E is prohibited to anchorage and fishing due to the presence of an explosive device at a depth of 90m.

**Capo Teulada**

The following area is permanently prohibited to anchorage and fishing due to the presence of non exploded devices on the bottom:

- a. 38°56'52"N, 8°37'12"E.
- b. 38°56'18"N, 8°32'24"E.
- c. 38°52'54"N, 8°35'30"E.
- d. 38°51'30"N, 8°39'00"E.
- e. 38°53'48"N, 8°42'06"E.
- f. 38°54'00"N, 8°44'14"E.
- g. 38°55'22"N, 8°42'38"E.

However, transit through the above area is prohibited only during periods of firing practice, for which specific orders are periodically issued.

**Mondragone**

The following area is prohibited to anchorage, fishing and other related activities, in the locality of Sinuessa, due to the presence of numerous explosive devices on the bottom:

**PUB 140 (Continued)**

- a. 41°09.0'N, 13°49.5'E.
- b. 41°09.0'N, 13°50.0'E.
- c. 41°07.0'N, 13°51.5'E.
- d. 41°07.0'N, 13°51.0'E.

**Gaeta**

The presence of numerous devices of a military wartime nature has been reported in the area off the locality of Monte Orlando (Grotta del Turco) at a distance of 100m and for a stretch of 100m parallel to the coast. (This point is within the area of the Monte Orlando Preserve).

**Canale di Procida**

Explosive ordnance lies scattered on the bottom, on the E edge of the 26m shoal, at approximately 40°45.2'N, 14°05.5'E (about 1.3 miles S of Capo Miseno).

**Golfo di Pozzuoli-Miseno**

Navigation, anchorage, and all other activity are prohibited in the sea area extending 300m to the E of the mussel bed, due to the presence of an explosive device on the bottom. Penisola Sorrentina-Marina di Lobra

The stopping and mooring of ships, and all craft in general, fishing, and all underwater activity are prohibited in a 400m wide stretch of water which extends SE from Scoglio Vervece and connects the head of Molo Foraneo with the landing place at Marina di Lobra, due to the presence of explosive devices contained within a submerged fishing net.

**Capri**

The probable presence of explosive devices has been reported near the connection of the submerged pipeline that links Capri (outer base of the downstream mole of the port of Capri) to Baccoli Point (Sorrentina Peninsula).

**Golfo di Policastro-Villamare**

The sea area along the coastal strip of Via Torre-Vibonati-Villamare, extending for a length of 0.2 mile and up to 100m off the coast, is dangerous to navigation and prohibited to fishing and anchorage due to the presence of explosive devices on the bottom.

**Gulf of Policastro-Scario****Scalea**

The circular zone, offshore of Torre Lao (Scalea), with a radius of 0.25 mile centered 39°48'54"N, 15°47'18"E is prohibited to transiting, mooring, stopping, and fishing due to the existence of explosive devices on the bottom.

**Golfo di Sant' Eufemia**

The sea area off the coast, bounded by the parallels 38°50'N and 38°53'N and up to 0.5 mile off this same coast, is dangerous to navigation and prohibited to fishing and anchorage due to the presence of explosive devices on the sea bottom.

A wreck, covered with mud and containing explosive ordnance, lies on the bottom at 38°45'30"N, 16°11'30"E about 0.3 mile N of the Tonnara chimney.

The area within a 0.5 mile radius from the above position is prohibited to anchorage and any underwater operations.

**Capo Cozzo**

A device dangerous to navigation lies at a depth of about 12m, 100m from the coast in the vicinity of Zambrone.

**Sicily-Formiche Shoals**

Anchorage, sailing, fishing and other related activities of any kind are prohibited in the area of the seawall of Argo Capo d'Orlando up to 250m from land due to the presence of numerous explosive devices on the bottom.

**Sicily-Capo d'Orlando**

Navigation, anchorage, fishing, and any type of underwater activity is prohibited in the area off the reef fronting Capo d'Orlando, up to 0.15 mile from the shore, due to the presence of explosive devices on the bottom.

**Sicily-Palermo**

The circular zone with a radius of 0.5 mile centered in 38°10.8'N, 13°22.3'E is dangerous to navigation due to the presence of a mine on the bottom.

**Sicily-Golfo di Castellammare**

Leone Point - Anchorage, sailing and stopping by any vessel or craft, along with any other related water activities is prohibited due to the presence of a wartime device in the area bordered by the following:

- a. 38°06.0'N, 12°47.9'E.
- b. 38°06.2'N, 12°48.4'E.
- c. 38°05.8'N, 12°48.7'E.
- d. 38°05.6'N, 12°48.3'E.

Stay clear a distance of no less than 0.5 M from this area.

Anchorage, sailing and fishing are prohibited, until further notice, and navigation is dangerous in the area of Cala dei Muletti, about 3.2 miles SSE of Capo di Rama, due to the presence of explosive ordnance on the sea bottom.

**Scoglitti**

At the mouth of the river Rinfrescolare, explosive ordnance lies on the sea bottom at 36°51'24"N, 14°26'50"E in a depth of about 3m.

**Sicily-Marinella**

Anchorage and fishing are prohibited in the sea area off the small port of Marinella (37°34.8'N., 12°50.4'E.), up to a depth of 6m, due to the presence of explosive devices on the bottom.

**Sicily-Waters around Magnisi Peninsula**

The zone contained between the parallels 37°09'48"N, 37°09'15"E and the meridians 15°17'05"E and 15°15'55"E, is permanently prohibited for mooring and fishing and is dangerous to navigation due to submerged ordnance.

**PUB 140 (Continued)****Catania**

The zone off the mole of Capo Molini, 200m off the coast and at a distance of 200m E of the head of this mole, is prohibited for navigation and fishing, due to the presence of explosive ordnance on the bottom.

**Punta del Pizzo**

Due to the presence of explosive ordnance on the bottom, in a depth of about 70m, navigation is dangerous within a radius of 1 mile of the point situated 5.5 miles S of Punta del Pizzo.

**Taranto**

Explosive ordnance is reported to lie in an area SW of Isola San Pietro and Isolotto San Paolo, bounded by: the bearing 270° from Punta La Forca, the line of the dike which joins the two islands, and the bearing 180° from the red light of San Paolo, in depths between the 40m and 140m curves.

**Golfo di Taranto**

The presence of explosive ordnance is reported to lie at 40°21'N, 16°58'E, in depths of over 650m, and poses a danger to deep-sea research.

**Adriatic Sea****Punta San Cataldo**

Anchorage and fishing are prohibited, and navigation is dangerous, due to the presence of explosive ordnance on the sea bottom in an area bounded by a line joining the following points:

- a. 40°25'31"N, 18°15'30"E.
- b. 40°30'20"N, 18°16'30"E.
- c. 40°29'25"N, 18°19'03"E.
- d. 40°27'45"N, 18°20'58"E.
- e. 40°25'55"N, 18°22'28"E.
- f. 40°23'05"N, 18°23'18"E.
- g. 40°23'54"N, 18°17'30"E.

**Molfetta**

Explosive ordnance lies 7.1 miles, bearing 051°, from Molfetta Lighthouse.

**Barletta**

A non exploded mine lies on the bottom at approximately 41°22'N, 16°23'E, about 5 miles ENE of Barletta, in a depth of about 25m.

**Fiume Ofanto**

Navigation and fishing are prohibited due to the presence of explosive ordnance on the bottom, in an area at the mouth of the river Ofanto, near the Barletta coast, bounded by a line joining the following points:

- a. 41°21'45"N, 16°12'16"E.
- b. 41°23'48"N, 16°13'28"E.
- c. 41°23'00"N, 16°15'16"E.
- d. 41°21'20"N, 16°16'23"E.
- e. 41°20'30"N, 16°14'08"E.
- f. 41°20'30"N, 16°12'25"E.

**Testa del Gargano**

A mine, entangled in a fishing net, lies submerged in a depth of about 150m approximately 25 miles E of Testa del Gargano.

**Isole di Tremiti-Isola Pianosa**

The sea area surrounding Isola Pianosa, up to 0.3 mile from the coast, is prohibited to navigation, anchorage, underwater fishing, and stopping due to the presence of residual non exploded ordnance on the bottom within approximately 100m of the coast.

**Cattolica**

It is reported that non exploded ordnance lies in the vicinity of Cattolica within 0.5 mile of the coast. Anchorage and trawling is dangerous in this area.

**Porto Garibaldi (Mouth of Fiume Reno)**

The following area is permanently prohibited to anchorage and fishing due to the presence of explosive ordnance on the sea bottom:

- a. 44°39'00"N, 12°15'00"E.
- b. 44°43'00"N, 12°22'00"E.
- c. 44°31'30"N, 12°22'00"E.
- d. 44°33'00"N, 12°17'10"E.

This area is dangerous due to missile firing from 0730 of each Monday until 1300 of each Saturday.

**Punta della Maestra**

A mine is reported to lie on the sea bottom about 8 miles and bearing 140° from Punta della Maestra Lighthouse.

**Malamocco**

A wreck with a depth of 14.5m lies in position 45°17'15"N, 12°35'03"E. The zone centered around this wreck with a radius of 1 mile is dangerous for anchoring, trawling, and fishing due to the wreck itself and by explosive material scattered on the bottom.

Another zone which contains non exploded ordnance, lies S of the entrance channel to Malamocco. Vessels are cautioned not to anchor, dredge, trawl, lay cable, bottom or conduct any similar type of operation in this area.

**Punta del Tagliamento**

The following area is dangerous to fishing and anchorage due to the presence of explosive ordnance on the bottom:

- a. 45°37'48"N, 13°04'18"E.
- b. 45°37'00"N, 13°04'18"E.
- c. 45°37'00"N, 13°05'20"E.
- d. 45°37'48"N, 13°05'20"E.

**Grado**

The following area, which lies to starboard of the access channel to Grado, is dangerous to fishing and anchorage due to the presence of mines on the bottom:

- a. 45°39'58"N, 13°22'05"E.
- b. 45°39'58"N, 13°22'45"E.
- c. 45°39'26"N, 13°22'45"E.
- d. 45°39'26"N, 13°22'21"E.
- e. 45°39'40"N, 13°22'21"E.

**PUB 140 (Continued)****Bibione di Caorle**

The following sea area near Bibione di Caorle is prohibited, until further notice, to anchorage and fishing due to the presence of explosive ordnance on the bottom:

- a. 45°37'50"N, 13°04'18"E.
- b. 45°37'50"N, 13°05'20"E.
- c. 45°37'00"N, 13°04'18"E.
- d. 45°37'00"N, 13°05'20"E.
- e. 45°36'20"N, 13°04'30"E.
- f. 45°36'20"N, 13°05'12"E.

There are some additional areas off the Italian coast which constitute danger due to non exploded ordnance. These areas are shown on the charts or described in Pub. 131, Sailing Directions (Enroute) Western Mediterranean.

**Offshore Drilling****Seismic Survey**

Seismic surveying and drilling operations are carried out off the coasts of Italy, Sardegna, and Sicilia, normally in depths of less than 200m.

Seismic surveying ships tow a cable about 0.5 mile to 1.6 miles in length, the end of which is marked by a small lighted buoy.

Vessels should give the stern of seismic surveying ships a berth of at least 1.6 miles and avoid interfering with the surveying ship's course.

Vessels should be alert to signals of the International Code displayed by prospecting ships or small escort craft. Details of these surveys are circulated as Italian Notice to Mariners broadcasts by radiotelegraph and radiotelephone, and by NAVAREA III notices.

Fixed oil rigs and mobile platforms may be encountered in Italian waters at some distance offshore; they are fitted with lights and, if possible fog signals.

Mariners are cautioned that unlighted installations may also exist in these waters. Most of the fixed platforms are found in the central-northern Adriatic Sea.

Vessels in transit should give mobile platforms a wide berth in order to avoid the moorings associated with these installations.

Safety zones, in which unauthorized vessels are prohibited from entering, are established around the fixed and mobile platforms and can extend up to a distance of 0.25 mile from these installations.

Announcements concerning the movements of these installations are promulgated through notices broadcast by radiotelegraph, radiotelephone, and NAVAREA III warnings.

**Pilotage**

Licensed pilots are available at the more important Italian ports and harbors. A vessel requiring a pilot should display one of the signals designated in the International Code of Signals.

See Pub. 131, Sailing Directions (Enroute), Western Mediterranean. A pilot vessel bringing out a pilot to a signalling vessel by day, gives notice of such intention by hoisting and lowering the distinguishing flag several times,

and at night by showing a flashing light at intervals not exceeding 15 seconds.

**Regulations**

Italian authorities advise that special ordinances are in effect for regulating the entry and exit of tankers from Italian ports.

These ordinances have the following rules:

**Article 1.** It is mandatory, starting immediately, that the masters of all tankers transporting petroleum, gas or chemical products, having a gross tonnage equal to or above 1,600 tons, totally or partially full, including empty, but not yet degassed tankers, headed to ports or boundaries included in the area of jurisdiction; do the following:

(a) Communicate via radio to the Harbormaster's Office, on VHF or via coastal public radio station, before entering the territorial waters of jurisdiction:

The name and international call sign of the vessel.

Nationality of the ship.

Length and draft.

Port or destination of anchorage.

Scheduled time of arrival.

General nature of cargo aboard and its quantity.

If in possession, in the case of transporting chemical products, of the certificate prescribed for new ships of the IMO Code for the construction and equipping of ships that transport chemical products in bulk.

If, in the case of transporting chemical products in packing cases or liquefied gas in packing cases, the ship is in possession of the appropriate certificate prescribed by the IMO Code.

(b) Complete the check list connected with the ordinance and put it within easy reach of the pilot.

**Article 2.** The Masters of vessels mentioned in the proceeding Article 1, whether entering or leaving a port, navigating in the areas of jurisdiction, must:

Inform the Harbormaster's Office of any defects or incidents that could jeopardize navigational safety or constitute a danger for the sea environment and adjacent areas.

Establish and maintain a radiotelephone connection, preferably on VHF, with the Harbormaster's Office or via coastal public radio station.

Use the pilot even outside the boundaries of the area in which pilotage is mandatory, in case of fog or poor visibility, and whenever the nature of the cargo aboard ship and/or the conditions of navigation make it advisable.

**Article 3.** If, from the checklist of Article 1, letter b, there ever is a defect that could jeopardize the safety of the navigation of the vessel or that could in any way constitute a danger, the pilots of the port must immediately inform the Harbormaster's Office. The above list, endorsed by the pilot, must be shown immediately after the ship's arrival, to the Harbormaster's technical office.

**PUB 140 (Continued)**

**Article 4.** Except for the fact that it does not constitute a serious crime, transgressors of the items of the ordinance will be punished according to the terms of Article 1174 or 1231 of the Navigation Codes and Article 32 of the law of June 5, 1962 number 616, and will also be held responsible for the damages incurred by their illicit behavior should any such damages involve people or things.

Vessels carrying arms or ammunition must declare them and obtain ministerial permission before entering Italian territorial waters. Complete information must be provided at least 4 days prior to arrival.

**Ship Reporting System**

Vessels transiting the Mediterranean are encouraged to participate in the Italian Automated Search and Rescue System. The system is aimed at a coordinated efficiency of search and rescue operations. Automated Search and Rescue (ARES) messages will be accepted free of charge by Italian coast radio stations. There are four types of messages:

The Initial Report (INI) is the sailing plan and should be sent as soon after departure as possible.

The Intermediate Report (INT) confirms the sailing plan and should be sent at 1200 local time, if navigating in the Mediterranean, and every 48 hours if outside.

The Modification Report (MOD) should be sent when the vessel anticipates a deviation of course from that previously sent, if the vessel's position is expected to differ by 15 miles in the Mediterranean, or 25 miles outside.

The Final Report (FIN) should be sent just prior to the vessel's reaching the port of arrival.

The first five lines of every message should consist of the following:

Priority qualification "0" (immediate) followed by date and time GMT, e.g. 0 290855.

Prefix "FM" followed by the name of the vessel, e.g. FM RANGER.

Addressee of message, e.g. TO DIFMAR.

Fixed line "BT" indicating the body of the report.

Prefix "ARES" followed by a progressive two digit report number, type of report, month, and year, e.g. ARES/01/INI/08/1991//

Line	Description
A	Call sign, vessel name, and flag code
B	Time in UT(GMT) (date and time of report (6 digits)—day of month (2 digits) and hours and minutes (in 4 digits))
C	Latitude (4 digits with N or S), longitude (4 digits with E or W), and nation code
F	Speed in knots and tenths of knots
I	Destination, nation code and ETA
L	Turnpoint (Latitude and longitude, expressed as in C, representing the route of the vessels from port of departure to port of arrival. If the course is direct between ports only the term "DIRETTA" should be indicated. If one line is not sufficient to contain all the turnpoints, L may be repeated as many times as needed.)

P	Cargo, danger class, MARPOL 73/78 category, quantity, method of transport, and placement on board
W	Number of people on board, including crew

**Information Required in ARES Reports**

Line	Initial	Interme- diate	Modifica- tion	Final
A	R	R	R	R
B	R	R	R	R
C	R	R	R	R
F	R		M	
I	R		M	
L	R		M	
P	*			
W	R			

**Key**

R Required

M May include these lines

\* Required if vessel carries dangerous cargo

**Regulations for Marking Areas Polluted by Toxic Substances in Italian Waters**

The Ministry of the Merchant Marine has established a contingency plan in the event of an oil spill or environmental contamination by other toxic substances.

All vessels navigating in Italian territorial waters or adjacent waters are obligated to inform the Italian maritime authority of any pollution or danger of pollution caused by any event, collision, wreck, or explosion.

Notification of such incidence must be sent immediately to either the Harbormaster's Office or to the Ministry of the Merchant Marine DIFMAR Operational Headquarters, Rome, whichever is closer. The message must contain the following:

Generalities, including purpose of the message, site of the incident, and day, date and time of the occurrence in UTC.

Cause of the accident, as from collision, fire, explosion, wreck, sinking, or spill. Incident with regard to vessel(s), platform, refinery, storage area or pipeline involved.

Particulars on the vessel(s) and installation(s) involved including name, type, nationality, gross tonnage, owner, nature and quantity of cargo, and vessel's registration number.

Meteorological conditions with respect to wind direction and velocity, state of the sea, and direction and velocity of the surface current. Whether the prevailing circumstances appear to be improving, worsening, or stabilized.

Pollution with regard to type of product spilled, characteristics of the product, quantity spilled, and present rate of spill. Statement as to whether samples have been taken and by whom. If the product floats, estimate dimension of the sea area affected.



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Disposition of the spill with regard to movement, product flammability, and proximity of the product to the coast.

Measures which have been taken.

Assistance requested.

Other information.

**Signals**

Traffic Control Signals may be shown from Italian naval vessels. When such vessels are engaged in traffic control they show the following lights at night in addition to navigation lights. These lights are displayed vertically, 2m apart:

Three red lights prohibit free entry into the harbor.

Three white lights allow for free entry into the harbor.

Italian lighthouses, lightships, and signal stations may exhibit, when necessary, the following signals of distress:

<b>Day</b>	<b>Night</b>	<b>Meaning</b>
A black flag with a white ball in the center	A white flare	Doctor needed
A black and white checkered flag or pennant	A red flare followed by a white flare	Damage to apparatus
A black ball	A red flare	Provisions and water needed
A black flag with a white ball in the center above a black ball	A white flare followed by a red flare	Shipwrecked
A black ball above a black flag with a white ball in the center	A white flare followed by a red and then a white flare	Accident to aircraft

**Italian Storm Signals**

In addition to the International Storm Signals, the following storm signals may be displayed at Italian ports:

<b>Day</b>	<b>Night</b>	<b>Meaning</b>
Cone point up	RW	Gale expected from NW quadrant
Cone point down	WW	Gale expected from SW quadrant
Two cones points up	RW	Gale expected from NE quadrant
Two cones points down	WR	Gale expected from SE quadrant
Two cones bases together	R	Gale expected from any direction

**Submarine Operating Areas**

Submarine operating areas are described below. Ships approaching these areas should abide by notice to mariners, or if lacking special navigational warnings, they should avoid as much as possible crossing these areas.

When, out of necessity, a ship must enter an area, it must proceed with great caution maintaining a good lookout and radar watch.

It is absolutely necessary to comply with the signals of the vessel escorting the submerged submarine, and with Italian signal stations in sight, in order to avoid emergency situations.

Vessels escorting submarines will hoist the signal "NE 2" for the duration of the exercise.

Italian submarines unable to surface may release orange indicator buoys marked with their names and either "Boa Prodiera" (bow buoy) or "Boa Poppiera" (stern buoy).

**Area S701**

- 43°44'59"N, 09°31'30"E.
- 43°58'00"N, 09°18'30"E.
- 44°06'00"N, 09°33'00"E.
- 43°53'00"N, 09°46'00"E.

Subdivided into the following zones:

- 44°02'00"N, 09°25'40"E.  
44°06'00"N, 09°33'30"E.  
43°53'00"N, 09°46'00"E.  
43°48'40"N, 09°39'00"E.
- 44°02'00"N, 09°25'40"E.  
43°48'40"N, 09°39'00"E.  
43°44'59"N, 09°31'00"E.  
43°58'00"N, 09°18'30"E.

**Area S701C**

- 44°06'10"N, 9°33'50"E.
- 44°04'10"N, 9°30'10"E.
- 44°01'30"N, 9°32'50"E.
- 44°03'30"N, 9°36'24"E.

This zone is a firing range for checking torpedoes and plans call for the placement of a buoy in position 44°05'20"N, 09°36'00"E.

**Area S702**

- 44°03'13"N, 9°56'18"E.
- 44°02'06"N, 9°53'24"E.
- 44°00'36"N, 9°54'24"E.
- 44°02'00"N, 9°58'36"E.

**Area S721**

Enclosed by the parallels 37°25'N and 37°20'N, and the meridians 15°08'E and 15°19'E.  
(Ex S731)

**Area S722**

Enclosed by the parallels 37°15'N and 37°25'N, and the meridians 15°25'E, 15°55'E.  
(Ex S732)

**Area S723**

Enclosed by the parallels 36°45'N and 37°08'N, and the meridians 15°25'E, 16°10'E.  
(Ex S733)

**PUB 140 (Continued)****Area S731**

Enclosed by the parallels 40°00'N, 40°18'N, and the meridians 16°51'E, 17°09'E.  
(Ex S741)

**Area S732**

- a. 40°29'30"N, 17°00'30"E.
  - b. 40°28'00"N, 17°02'30"E.
  - c. 40°26'50"N, 17°01'00"E.
  - d. 40°28'30"N, 16°59'00"E.
- (Ex S742)

**Area S733**

- a. 40°00'00"N, 16°51'00"E.
  - b. 40°00'00"N, 17°54'00"E.
  - c. 39°39'00"N, 17°54'00"E.
  - d. 39°34'00"N, 17°38'00"E.
  - e. 39°34'00"N, 17°13'00"E.
  - f. 39°42'00"N, 17°13'00"E.
  - g. 39°42'00"N, 16°51'00"E.
- (Ex S733)

**Time Zone**

The Time Zone description is ALFA (-1).

**U.S. Embassy**

The U.S. Embassy is situated at Via Veneto 119/A, 00187-Rome. The mailing address is PSC 59, Box 100, Rome, APO AE 09624. Consulates General are located at Florence, Genova, Milan, and Naples.  
(Genova Annual 2000)

30/00

**PUB 161 7 Ed 1998 LAST NM 23/00**

Page 60—Line 25/L; insert after:

**Pilotage.**—Pilots board 1 mile SW of Mawei Zhou.  
(BA NM 24/00)

30/00

Page 60—Line 30/L; insert after:

A quarantine anchorage and a designated anchorage have been established 1 mile SW and 2.5 miles WSW respectively, from Mawei Zhou.

(BA NM 24/00)

30/00

**PUB 164 7 Ed 2000 NEW EDITION (NIMA) 30/00****PUB 172 8 Ed 1998 LAST NM 28/00**

Page 41—Lines 27 to 38/R; read:

**Directions.**—When approaching Safaga, mariners are expected to use caution as the navigational aids have been altered. The inner bay leading lights (310°) have been discontinued and the directional light (26°44.2'N., 33°56.1'E.) and its associated light sector have been realigned. The centerline of the white sector and the track to follow is now 311°. The four lighted buoys marking the dredged channel have been moved accordingly.

In the outer approaches to Safaga additional lighted beacons have been established on the following reefs and islands:

- a. Middle Reef (26°42.5'N., 34°06.0'E.).
- b. Shih Shear (26°39.4'N., 34°06.5'E.).
- c. Hyndman Reefs (26°39.4'N., 34°02.7'E.).
- d. Safaga al Bour (26°36.4'N., 34°01.1'E.).
- e. NE Geziret Safaga (26°45.7'N., 33°59.6'E.).

**Caution.**—Mariners are advised that the exact positions of the lighted beacons in Safaga channel have yet to be confirmed. It has also been reported that the bottom in the vicinity of the phosphate berth has numerous coral heads on which the slack of hawsers or anchor cables may foul.

(BA NM 27/00)

30/00

**PUB 175 6 Ed 1994 LAST NM 22/00**

Page 54—Line 34/R; read:

pipeline E of Bennet Shoal.

Anchorage is also prohibited in an area SE of Fort Point, as seen on the chart.

(BA NM 6/00)

30/00

**PUB 191 8 Ed 1996 LAST NM 29/00**

Page 53—Lines 3 to 5/R; read:

short passage with a single gate. The port has facilities for commercial vessels, fishing boats, ferries, and pleasure craft.

**Tides—Currents.**—The tides rise about 11.7m at springs and 5.3m at neaps. At equinoctial springs the tide rises about 13m. The height of tide is affected by

(Fr SD C 2.2)

30/00

Page 53—Lines 12 to 34/R; read:

**Depths—Limitations.**—Avant-port dries 4.9 to 7m. It has a mud bottom, 1m thick, over rock. There are three ferry terminals in the SE part which can be used by vessels up to 50m in length and 6m beam. These ferries run to Iles Chausey and, seasonally, to Jersey.

A channel, dredged to 3.8m above chart datum, leads from the port entrance to the wet basin gate. The passage is 19.8m wide and the sill of the gate is 3.9m above chart datum. Depths over this sill range from 4.8 to 10.3m depending on the tide. There are five berths, 94 to 255m long, in the wet basin. Depths alongside range from 3.8 to 4.5m at HWN to 7.1 to 7.7m at HWS. Generally, vessels up to 120m in length and 19m beam, with drafts ranging from 4 to 7.6m depending on the height of the tide, can be accommodated.

The port can only be approached near HW and vessels with drafts over 4.6m should contact the local authorities prior to arrival. Theoretically, the passage gate is open from 1 hour 30 minutes either side of HW. Practically, the opening times vary with the height of water, which is often affected by the wind.

An extensive marina, known as Port de Herel, is situated close E of the commercial harbor and protected by a breakwater. Small craft and yachts up to 20m in length and 2.5m draft can enter.

**Aspect.**—Le Loup lighted beacon, 24m high, stands 0.6 mile SE of Pointe du Roc and marks the approach channel

**PUB 191 (Continued)**

giving access to the port. Banc de Tombelaine, parts of which dry, lies about 1 mile SW of this beacon.

A water tower, with a domed top, stands about 1.2 miles E of Pointe du Roc. It is the highest and only prominent landmark standing near the  
(Lloyds Ports; Fr SD C 2.2) 30/00

Page 53—Lines 38 to 59/R; read:

Vessels should send an ETA and request pilotage 24 hours in advance or on departure from a previous port if the time is less. The message should state the draft, vessel dimensions, and type and tonnage of dangerous substance carried. The port may be contacted by VHF, channel 12, or through a coastal radio station for 1 hour 30 minutes before and after HW. The marina may be contacted on VHF channel 9.

Pilots may be contacted by VHF and usually board vessels in the vicinity of Le Videcoq lighted buoy. In bad weather, pilots will board within 0.5 mile of Le Loup lighted beacon.

**Regulations.**—See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for rules pertaining to vessels in French waters.

When the passage gate is open, commercial traffic has the right-of-way over other vessels between the wet basin entrance and Le Loup lighted beacon.  
(Fr SD C 2.2; BA NP 286) 30/00

Page 54—Lines 1 to 9/L; strike out.  
(NIMA) 30/00

Page 54—Lines 11 to 20/L; read:

of Le Videcoq lighted buoy in a depth of 7m. During W gales, vessels should anchor in Grande Rade de Cancale. During N gales, vessels should anchor in the lee of Ile Chausey.

**Directions.**—The best time for entering the port is 30 minutes before HW. After passing Le Loup lighted beacon, vessels should steer N and pass as close as possible to the E jetty. The countercurrent always runs out along the W jetty.

Once the bow is sheltered by the E jetty, the flood current, acting on the stern, assists the vessel in turning to starboard toward the entrance of the wet basin.

**Caution.**—A small explosives dumping area lies off the N side of Banc de Tombelaine, 1.3 miles S of Pointe du Roc.

Entry to the port is difficult and local knowledge is required.

During strong W and NW winds, a choppy sea is formed in the entrance to the port. Vessels entering at this time should have a draft of at least 0.8m less than the depth in the channel.  
(Fr SD C 2.2) 30/00

**COAST PILOT CORRECTIONS**

**COAST PILOT 7                      31 Ed 1997                      Change No. 32  
LAST NM 18/00**

Page 173—Paragraph 183, line 17; read:  
extreme caution when crossing traffic lanes and separation

zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme.  
(CL 377/00; CL 375/00) 30/00

Page 173—Paragraph 191, line 1; read:

The **Vessel Traffic Service (VTS) Los ...**  
(CL 377/00; CL 375/00; CL 374/00) 30/00

Page 173—Paragraph 192, line 1; read:

The Vessel Traffic Service is a California ...  
(CL 377/00; CL 375/00) 30/00

Page 173—Paragraph 193 to Paragraph 194, line 3; read:

**VTS Area:**

The VTS Area consists of Los Angeles and Long Beach Harbors (inside the breakwater), and the waters of San Pedro Bay and San Pedro channel, including Santa Monica Bay, within a 25 ...

(CL 377/00; CL 375/00; CL 374/00; CL 1923/98) 30/00

Page 173—Paragraph 195 to Paragraph 196, line 1; read:

**VTS Communications:**

The responsibility of information exchange in the VTS ...  
(CL 377/00; CL 375/00; CL 374/00) 30/00

Page 173—Paragraph 197, line 2; read:

call “**San Pedro Traffic**”) shall be on VHF-FM channel 14,  
...  
(CL 377/00; CL 375/00) 30/00

Page 173—Paragraph 198, line 2 to Page 174—Paragraph 206; read:

data is received by the VTS, the VTS will attempt to contact vessels to pass the updated information. In addition, a traffic advisory broadcast is given on VHF-FM channel 14 every hour on the quarter hour. Other navigational information may be given on a case by case basis.

**Mandatory Full Participation:**

The following vessels are required to comply with Vessel Movement and Reporting Procedures:

(a) Every power driven vessel 40 meters (approximately 131 feet) or more in length while navigating;

(b) Commercial towing vessels 8 meters (approximately 26 feet) or more in length that are towing alongside, astern, or by pushing ahead;

(c) Every vessel certified to carry 50 or more passengers for hire while engaged in trade, under sail or power.

**Mandatory Passive Participation:**

These vessels are required to monitor VHF-FM channel 14 and must respond when hailed by the VTS and must comply with operating rules;

(a) Power driven vessels of 20 meters (approximately 65 feet) or more in length;

(b) Vessels of 100 gross tons or more carrying one or more passengers for hire, while engaged in trade, regardless of length, whether under sail or power;

(c) Every dredge or floating plant.

**Non Participating Vessels:**

Other vessels such as fishing boats, yachts, and recre-

**COAST PILOT 7 (Continued)**

ational boats can greatly enhance the safety of navigation in the VTS area by listening on VHF-FM channel 14 and by maintaining a sharp lookout. It is not necessary to participate actively.

(CL 377/00; CL 375/00; CL 374/00) 30/00

Page 174—Paragraph 208, line 2; read:

VTS Area from sea shall contact the VTC on VHF-FM channel ...

(CL 377/00; CL 375/00; CL 374/00) 30/00

Page 174—Paragraph 217, line 1; read:

(b) Vessels under 40 meters subject to USCG/IMO ...

(CL 377/00; CL 375/00) 30/00

Page 174—Paragraph 218, line 1; read:

(c) Vessels of 40 meters or greater, when in the ...

(CL 377/00; CL 375/00) 30/00

Page 174—Paragraph 233, line 2; read:

advise if the vessel will be using or crossing the Traffic Separation Scheme.

(CL 377/00; CL 375/00) 30/00

Page 174—Paragraph 234, line 2; read:

when leaving the VTS Area.

(CL 377/00; CL 375/00) 30/00

Page 174—Paragraph 236, lines 1 to 6; read:

Participating vessels are to ensure that a copy of the **Vessel Traffic Operating Manual** is available on board the vessel when operating within the VTS area. The manual is available at no charge from Executive Director, Marine Exchange of Los Angeles/Long Beach Harbor, P.O. Box 1949, San Pedro, CA 90733, phone (310) 832-6411.

(CL 377/00; CL 375/00) 30/00

Page 174—Paragraph 238, lines 2 to 3; read:

includes the City of Long Beach and a portion of Terminal Island.

(CL 377/00; CL 375/00; CL 374/00) 30/00

Page 174—Paragraph 240, line 7; read:

inorganic chemicals, animal feeds, cotton, ...

(CL 374/00) 30/00

Page 174—Paragraph 241, line 7; read:

petroleum, bulk coke, steel and steel products, bulk ...

(CL 374/00) 30/00

Page 175—Paragraph 245, line 3 to Paragraph 246; read:

several radio towers around it.

Two prominent charted objects in Los Angeles Harbor which are of use to the navigator are the green and white tank near the S end of Pier 1 and the lighted radio tower atop San Pedro City Hall.

(CL 376/00; CL 374/00; NOS 18749) 30/00

Page 175—Paragraph 250, line 4; read:

A fog signal is at the light.

(CL 376/00; CL 374/00; LL/99) 30/00

Page 175—Paragraph 250, line 9; read:

light.

**Note:** The Long Beach Pilots have established a current meter in about 57 feet of water 0.41 mile and bearing 198.5° from the Long Beach Light. A cable runs from the meter to the Long Beach Light. Mariners are requested to avoid anchoring or bottom fishing in this area.

(CL 377/00; CL 375/00) 30/00

Page 175—Paragraph 259; read:

Los Angeles Main Channel is marked by a **296°** lighted range, and the Super Tanker Channel is marked by a private **255°** lighted range.

(CL 376/00; LL/99) 30/00

Page 175—Paragraph 260, lines 3 to 4; read:

tankships to and from Berths 45-47. These vessels, because of their deep draft, must ...

(CL 376/00; CL 374/00) 30/00

Page 175—Paragraph 262, line 2; read:

end, is protected by two sets of breakwaters and the mole of Pier 300, the outer ends of ...

(CL 374/00) 30/00

Page 176—Paragraph 270, lines 4 to 7; read:

railroad bridge 25 yards W with authorized span clearances of 6 feet down and 165 feet up. The Henry Ford Avenue railroad bridge is maintained in the down position. The bridge-tender of the Schuyler F. Heim bridge ...

(CL 13/98; CL 78/98; CL 375/00; CL 377/00) 30/00

Page 177—Paragraph 27, lines 15 to 17; read:

notice of estimated time of arrival on VHF-FM channel 73. The pilots normally board the vessels on the starboard side with the ladder about 1 meter above the water. Vessels may not be boarded during ...

(CL 375/00; CL 377/00) 30/00

Page 177—Paragraph 287, line 5; read:

boats, STEPHEN M. WHITE and PHINEAS BANNING, have black ...

(CL 375/00; CL 377/00) 30/00

Page 177—Paragraph 287, lines 8 to 11; read:

arranged through the pilot station, telephone (310-732-3805), telex (18-2387), or VHF-FM channels 73 and 16; call sign KEB-260. The pilot station and boats monitor and use as working frequencies VHF-FM channels 73, 14, and 16. The pilot boats display the ...

(CL 375/00; CL 377/00) 30/00

**COAST PILOT 7 (Continued)**

Page 177—Paragraph 289, lines 9 to 12; read:  
 telephone (562-432-0664), telex (910-250-2014 JPS1; LGB Pilot), cable (LBPIOTS) and VHF-FM channels 12 and 16. The pilot station monitors VHF-FM channels 12 and 16; the pilot boats monitor VHF-FM channels 12, 13, 14, and 16. The pilot boats display ...  
 (CL 375/00; CL 377/00) 30/00

Page 177—Paragraph 289, line 20; read:  
 side, with the ladder about 1 meter above the water, and a moderate ...  
 (CL 375/00; CL 377/00) 30/00

Page 177—Paragraph 290, lines 1 to 2; read:  
**Towage.**—Several tugboat companies operate in the Los Angeles-Long Beach area ...  
 (CL 375/00; CL 377/00) 30/00

**COAST PILOT 7            31 Ed 1997            Change No. 33**

Page 177—Paragraph 294, lines 1 to 2; read:  
**Coast Guard.**—A marine safety office is located in the Los Angeles/Long Beach Harbor complex. (See appendix for ...  
 (CL 375/00; CL 377/00) 30/00

Page 178—Paragraph 302; strike out.  
 (CL 376/00) 30/00

Page 178—Paragraphs 305 to 306; strike out.  
 (CL 374/00; CL 376/00) 30/00

Page 178—Paragraph 307, line 2 to Page 179—Paragraph 334, line 1; read:  
 berthing space with mooring platforms; 47 feet alongside; deck height, 16 feet; two hydraulically-operated unloading arms; receipt of crude oil, operated by GATX Terminals Corp.

Berths 54-55: 1,340 feet of berthing space; 34 feet alongside; deck height, 14 feet; 211,290 square feet of covered storage; receipt and shipment of general cargo including cotton and refrigerated cargo; operated by Stevedoring Services of America.

Berth 56: 140 feet of berthing space; 35 feet alongside; deck height, 14 feet; mooring research vessels; operated by State of California, Department of Fish and Game.

Berth 57: 520 feet of berthing space; 33 to 38 feet alongside; deck height, 14 feet; mooring vessels for outfitting and repair; mooring floating drydock; operated by San Pedro Boat Works Inc.

Berths 58-60: 1,960 feet of berthing space; 33 to 38 feet alongside; deck height, 14 feet; 174,000 square feet of covered storage; mooring vessels; operated by San Pedro Boat Works, Inc. and Port of Los Angeles.

Berths 70-71 (petrochemical terminal): 800 feet of berthing space with dolphins; 35 feet alongside; deck height, 15 feet; oil and chemical pipelines extend from wharf to storage; 136 storage tanks, total capacity 593,000 barrels; receipt

and shipment of petrochemicals; receipt of petroleum products and chemicals; operated by Westway Terminal Co.

Berth 72: 415 feet of berthing space; 34 feet alongside; deck height, 14 feet; receipt of seafood; operated by various operators.

**Facilities on W side of Main Channel:**

Berths 91,92, 93A-93B: 2,850 feet of berthing space; 37 feet alongside; deck height, 15 feet; two-story terminal building, lower level for cargo, upper level for passengers; baggage conveyors and gangways extending from passenger terminal (upper deck) to ship side; passenger terminal served by elevators and escalators; 130,600 square feet covered storage, 50,000 square feet of open storage area back of shed, 60,000 square feet of open storage in rear of berth 93C, auto parking and maintenance area of about 108,000 square feet in NW section of terminal yard; pipelines extend from berths to storage; mooring cruise ships; operated by Los Angeles Cruise Ship Terminal, Inc.

**Facilities in Southwest Slip and West Basin:**

Berths 118-119: 821 feet long; 36 to 37 feet alongside; deck height, 13 feet; pipelines extend from berths to 18 storage tanks with total capacity of 517,000 barrels; receipt and shipment of petroleum products; receipt of crude oil; bunkering vessels; loading barges; operated by GATX Terminals Corp.

Berth 120: 401 feet of berthing space; 31 to 36 feet alongside; deck height, 13 feet; pipelines extend from berths to storage; 75 tanks, total capacity 2.5 million barrels; receipt and shipment of petrochemicals and petroleum products; receipt of liquified petroleum gas; bunkering vessels; loading barges; operated by Western Fuel Oil Co., Amerigas.

Berths 121-126: 2,000 feet of berthing space; 45 feet alongside; deck height, 15 feet; storage for 3,000 containers, 380 reefer slots; 45 truck loading stations; five 40-ton cranes; bunkering services available; operated by Marine Terminals Corp. serving Yang Ming Line, COSCO North America, and Trans Pacific Line.

Berths 127-131: 1,950 feet of berthing space; deck height, 15 feet; 35 feet alongside; paved open storage for 4,228 containers, 144 spaces for refrigerated containers, total area 63 acres; four 40-ton container cranes; receipt and shipment of containerized cargo in foreign trade; operated by Marine Terminals Corp.

Berths 136-139 and 142: 2,051 feet long; 45 feet alongside; deck height, 15 feet; 88 acres of open storage; four 40-ton mobile cranes; molasses pipelines extend from wharf to storage; receipt and shipment of general cargo; receipt of bananas and coffee; operated by Trans Pacific Container Service Corp. serving Mitsui O.S.K., Dole, CSAV/Chilean & PM Line.

Berths 142-147: 1,665 feet of berthing space; 34 to 35 feet alongside; deck height, 14 to 15 feet; 127,150 square feet covered storage; molasses pipeline from Berth 142 to storage; receipt and shipment of conventional containerized, and roll-on/roll-off general cargo; receipt of steel products, molasses, heavy equipment and machinery; operated by Rio Doce Pasha Omni Terminal.

Berths 148-149: 608 feet of berthing space; 33 feet alongside; deck height, 15 ½ feet; one hose-handling derrick; pipelines extend from berths to 26 storage tanks with total

**COAST PILOT 7 (Continued)**

capacity of 839,000 barrels; receipt and shipment of petroleum products; receipt of liquid chemicals and caustic soda; operated by Tosco Corp.

Berths 150-151: 736 feet of berthing space; 33 feet alongside; deck height, 14 feet; pipelines extend from berths to storage; six ½-ton hose-handling derricks; receipt and shipment of petroleum products, receipt of liquid chemicals and caustic soda; bunkering vessels; loading fuel barges; operated by Tosco Corp.

**Slip 1:**

Berths 153-155: 1,766 feet of berthing space; 35 feet alongside; deck height, 12 ½ feet; 232,525 square feet of covered storage; operated by POLA.

Berths 163-164: 1,005 feet of berthing space; 35 feet alongside; deck height, 12 feet; receipt and shipment of petroleum products; receipt of crude oil; bunkering vessels; pipelines extend from berths to storage; 44 tanks, total capacity of over 1 million barrels; operated by Ultramar & Wickland Petroleum Co.

Berths 165-166: wharf in three sections, 679 feet, 125 feet, ...

(CL 374/00; CL 376/00; PS 28/1996) 30/00

Page 179—Paragraph 343, line 3 to Paragraph 350, line 1; read:

4.5 acres of open storage; receipt of cement from bulk carriers; operated by Wilmington Liquid Bulk Terminal.

**East Basin:**

Berths 195-198: 2,267 feet of berthing space; 35 to 37 feet alongside; deck height, 15 to 16 feet; 84.4 acres; receipt of automobiles; operated by Distribution and Auto Services Inc.

**Terminal Island:**

Berths 206-209: 2,225 of berthing space; 45 feet alongside; ...

(CL 374/00; CL 376/00) 30/00

Page 179—Paragraph 352 to Page 180—Paragraph 358, line 3; read:

Berths 212-225: 7,650 feet of berthing space; 190 acres; 40 feet alongside (215-221), 33 feet alongside (222-225); ten container cranes, operated by Yusan Terminals Inc.

Berths 226-236: 3,900 feet of berthing space; 45 feet alongside; deck height, 15 feet; 147 acres of paved open storage; six post panamax cranes, and two panamax cranes; operated by Evergreen Marine Corp. and Marine Terminals Corp.

Berths 237-238: two 227-foot offshore wharves 238 feet apart, total of 810 feet of berthing space along both wharves and dolphins; 38 feet alongside; deck height, 14 feet; pipelines extend ...

(CL 374/00; CL 376/00) 30/00

Page 180—Paragraph 365 to Page 182—Paragraph 408, line 1; read:

**Pier J:**

Berths J226-J270: (container terminal): 2,711 feet of berthing space; 45 feet alongside; deck height, 15 feet; six traveling cranes; 64 acres of open storage; three 50-ton, two 40-

ton, and one 30-ton ship to shore cranes; receipt and shipment of containerized general cargo; operated by Maersk Pacific Ltd. Two marked breakwaters protect the pier.

Berths J243-J247: (container terminal): 3,300 feet of berthing space with dolphins; 36 to 40 feet alongside; deck height, 16 feet; 100,000 square feet of covered storage; 57.4 acres of open storage; 685 wheeled reefer outlets; ten 50-ton traveling container cranes; six 40-ton transtainers; pipelines extend from wharf to storage; receipt and shipment of containerized and conventional general cargo; bunkering vessels; operated by Pacific Container Terminal.

Berth J242: 600 feet of berthing space; 35 to 39 feet alongside; deck height, 15 feet; pipelines to storage tanks, total capacity 294,000 barrels; receipt of liquid chemicals, petrochemicals, petroleum products, and molasses; operated by Westway Trading Corporation.

Berths J232-J234: 2,300 feet of berthing space; 36 to 45 feet alongside; deck height, 16 feet; 60,000 square foot container freight station; 68.4 acres of paved open storage; 264 spaces for refrigerated containers; five 50-long-ton and three 40-long-ton container cranes; receipt and shipment of containerized cargo; bunkering vessels; operated by International Transportation Services, Inc.

**Pier G:**

Berths G227-G230: 2,550 feet of berthing space; 42 to 47 feet alongside; deck height, 15 feet; 72,000 square foot container freight station; 92 acres of paved open storage; five 35-ton traveling container cranes; receipt and shipment of containerized cargo in foreign and domestic trade; bunkering vessels; operated by Sea-Land Service, Inc. and Maersk Line Agency.

Berths G12-G15: 2,110 feet of berthing space; 35 to 52 feet alongside; deck height, 19 feet; 675,000 tons of storage capacity; two electric traveling bulk shiploaders, with 81-foot outboard reach boom; shipment of iron ore, iron ore pellets, potash and petroleum coke; operated by Metropolitan Stevedore Co.

**Pier F:**

Berth F211: 1,630 feet of berthing space; 31 to 36 feet alongside; deck height, 19 feet; pipelines extend from berths to storage; loading barges; operated by Koch Carbon Inc. and Chemoil Marine Terminal.

Berths F209-F210: 1,100 feet of berthing space; 39 to 40 feet alongside; deck height, 19 feet; 2.7 acres of open storage; movable inclined electric belt conveyor system with receiving hopper extending from wharf to stockpile area; receipt of bulk salt; bunkering vessels; operated by Norton Salt Co.

Berth F208: 420 feet of berthing space; 29 to 33 feet alongside; deck height, 19 feet; pipelines extend from berth to storage; 50,000 square feet of storage space, 58,000-ton capacity; four electric unloaders; belt conveyor system; Kovako - B.V. vacuum discharge; receipt of dry bulk cement; bunkering vessels; operated by MCC-Lucky Cement Co.

Berths F206-F207: 1,200 feet of berthing space; 31 to 33 feet alongside; deck height, 18 feet; 155,000 square feet of covered storage; 12.2 acres of open storage; receipt and shipment of conventional general cargo, steel, steel products, and lumber; bunkering vessels; operated by Stevedoring Services of America.

**COAST PILOT 7 (Continued)**

Berths F204-F205: 1,265 feet of berthing space; 34 to 37 feet alongside; deck height, 18 feet; 135,000 square feet of covered storage; one container crane; receipt and shipment of conventional general cargo, steel, steel products, and lumber; bunkering vessels; operated by Cooper/T. Smith Stevedoring Co.

Berths F6-F10: 2,700 feet of berthing space; 32-37 feet alongside; deck height, 9 feet; 74 acres of open storage; five 40-long-ton traveling container cranes; 240 reefer outlets; pipelines extend from berth to storage; receipt and shipment of general cargo; operated by Long Beach Container Terminal, Inc.

**Pier E:**

Berths E24-E26: 1,950 feet of berthing space, 30 to 40 feet alongside; deck height, 13 to 22 feet; 256,000 square feet of covered storage; 57.9 acres open storage; two roll-on/roll-off ramps; five 40-ton traveling container cranes; 400 reefer outlets; receipt and shipment of general cargo in containers, roll-on/roll-off; bunkering vessels; operated by California United Terminals Co., Inc.

**Pier D:**

Berths D28-D31: 1,985 feet of berthing space; 40 to 47 feet alongside; deck height, 10 to 12 feet; fixed bulk-loading tower; pipelines extend from berths to storage tank with 6-million-gallon capacity; 6.6 acres of open storage; shipment of dry bulk, including coke, salt cake, soda ash, fertilizer, iron ore, borax, and potash; receipt and shipment of vegetable oil and animal fats; bunkering vessels; operated by California United Terminals Co. and Baker Commodities, Inc.

Berths D32-D34: 1,100 feet of berthing space, 33 to 38 feet alongside; deck height, 13 to 14 feet, 66,000 square feet of covered storage; silos with a 50,000-ton capacity; screw-type unloader to conveyor directly to silos; pipelines extend from berths to storage; receipt and shipment of steel products, animal fats, and vegetable oil; receipt of bulk cement; bunkering vessels; operated by Pacific Coast Cement Corp. and various other operators.

**Pier T:**

Berth T121: 1,250 feet of berthing space; 65 to 68 feet alongside; deck height, 22 feet; pipelines extend from berth to storage; receipt of crude oil; bunkering vessels; operated by ARCO Pipeline Co.

Berth T122: 600 feet of berthing space with dolphins, 32 to 35 feet alongside; deck height, 13 to 23 feet; 10.8 acres of paved open storage; receipt of lumber and lumber products; operated by Fremont Forest Products and Weyerhaeuser Co.

Berth T118: 750 feet of berthing space; dockside vessel loading crane; receipt of recyclable metal and steel products; operated by Pacific Coast Recycling Co.

**Inner Harbor (Channel Three):****Pier D:**

Berth D46: 640 feet of berthing space with dolphins; 29 to 35 feet alongside; deck height, 14 feet; belt-conveyor system, with rotating stacker; receipt of gypsum rock by self-unloading vessels; operated by G-P Gypsum Corp.

Berths D48-D50: 1,798 feet of berthing space; 35 to 36 feet alongside; deck height, 17 feet; 1 acre of open storage; 112,000 square feet of covered storage; mooring company-owned tugs and other harbor craft; various operators.

Berths D52-54: 1,312 feet of berthing space; 31 to 40 feet

alongside; deck height, 11 feet; 494,800 square feet of berthing space; 31-40 feet alongside; deck height, 11 feet; 494,800 square feet of covered storage; 6.9 acres of open storage; receipt of newsprint and lumber by vessel and barge; operated by Forest Terminals.

**Pier C:**

Berth C58: wharf, 230 feet long; slip, 160 by 47 feet; 230 feet of berthing space; 20 to 44 feet alongside; deck height, 13 feet; one 40-ton mobile crane with a 60-foot boom; mooring company-owned floating equipment operated by ARCO Pipeline Co.

Berths C60-C62: 1,804 feet of berthing space; 56.9 acres of open storage; three 40-long-ton container cranes; receipt of general cargo; operated by Pacific Maritime Service.

**Inner Harbor (Channel Two):****Pier C:**

Berth C73: 375 feet of berthing space with dolphins; 35 to 40 feet alongside; deck height, 12 feet; pipelines extend from berths to storage; 9 storage tanks, total capacity 543,000 barrels; two hand-operated derrick with 24-foot booms; receipt of crude oil and petroleum products by vessel and barge; bunkering vessels and supplying bunkering barges; operated by Powerine Oil Co.

Berths B76-B78: three offshore wharves; 2,192 feet of berthing space; 36 to 43 feet alongside; deck height, 14 feet; pipelines extend from the berths to storage; 40 tanks, with total capacity 2.25 million barrels; 18 hydraulic loading arms; six 1-ton pneumatic derricks with 27-foot hose-handling booms; receipt and shipment of crude oil; petroleum products and petrochemicals; bunkering vessels; supplying bunkering barges, operated by ARCO Terminal Services Corp.

Berths B82-B83: 1,060 feet of berthing space; 30 to 39 feet alongside; deck height, 14 feet; 120 acres of paved open storage; pipelines extend from berths to storage; 7 tanks, total capacity 410,000 barrels receiving hopper with belt conveyor system; receipt of gypsum rock by self-unloading vessels; receipt of petroleum products and automobiles; operated by Petro-Diamond Terminal Co., National Gypsum Co., and Toyota Motor Sales, U.S.A.

Berths B84-B87: 1,980 feet of berthing space with dolphins; 48 to 51 feet alongside; deck height, 16 feet; pipelines extend from berths to storage; 15 hydraulic loading arms; receipt of crude oil; receipt and shipment of petroleum products; bunkering vessels; supplying bunkering barges; operated by Equilon Enterprises.

**Pier A:**

Berths A90-A94: 3,600 feet of berthing space; 90 acres of open storage; six post-Panamax, Paceco-Mitsue container cranes; 652 terminal reefer outlets; receipt of general cargo; operated by Hanjin Shipping Co.

**Pier S:**

Berth S101: immediately W of Heim Lift Bridge, S side of ...

(CL 375/00; NOS 18751)

30/00

Page 182—Paragraph 413, lines 3 to 6; read:  
ton capacity range. The largest graving dock ...

(CL 374/00; CL 377/00)

30/00

**COAST PILOT 7 (Continued)**

Page 182—Paragraph 416, lines 5 to 6; read:  
to both Channel Two and Channel Three. All repair facilities,  
supplies, fuel, moorage,  
(CL 374/00) 30/00

Page 182—Paragraph 417, line 3; read:  
E side of East Basin, in Watchhorn Basin, and along the W  
side of West ...  
(CL 374/00) 30/00

Page 182—Paragraph 421; strike out.  
(CL 375/00) 30/00

Page 183—Paragraph 443, lines 4 to 5; read:  
the groin. Two multi-buoy sea berths with submerged hoses  
load and discharge tankers. The terminal is operated by  
Chevron U.S.A. A private lighted bell buoy is about 1.5  
miles W of the groin.  
(CL 374/00) 30/00

Page 183—Paragraph 444, line 5; read:  
landmarks. Two anchorages have been established 2 miles  
WSW of El Segundo for vessels awaiting berthing assignments  
at the offshore terminal. Vessels requiring to use these  
anchorages must first contact the Vessel Traffic Information  
Service on channel 14 VHF-FM for assignment, and further  
instructions.  
(CL 374/00; 7/97 CG11) 30/00